

LENIN PESSIMISTIC OVER PROSPECTS FOR BOLSHEVIK

Easier To Start Revolution
Than Finish It, He
Finds

SIMBIRSK CAPTURED

Advancing Czechs Hold
All Of Left Bank
Of Volga

PLANS OF JAPAN

London Confirms It Has
Agreed To Proposal To
Help Czechs

(Reuter's Agency War Service)
London, July 26.—It is officially con-
firmed that Japan has decided to
accept the proposal made by America
to assist the Czech-Slovaks in Siberia.

Amsterdam, July 25.—A message from
Moscow, via Berlin, states that
the Czech-Slovaks have captured
Simbirsk, despite the desperate re-
sistance made by the Soviet. Thus
the left bank of the Volga and part
of the right bank are in the hands
of the advancing Czech-Slovaks.

The Bolshevik newspaper Pravda
writes: "This rising is spreading like
oil on water. Simbirsk is one of the
bases of the Council's power and is
also a corn granary. May it capture
awake the sleeping proletariat."

Lenin Is Pessimistic

Amsterdam, July 25.—A message from
Moscow, via Berlin, states that
on the 18th an unknown band entered
the residence at Ekaterinburg of
Grand Duke Igor Constantine, Grand
Duke Ivan Constantinovich and
Grand Duke Serge Michaelovich
and carried them off.

Amsterdam, July 25.—Speaking in
Moscow, Lenin, the Bolshevik leader,
said that the position of the Re-
public was very acute owing to inter-
national complications, counter-
revolutionary conspiracies and the
food crisis. It was easy for Russia
to begin a revolution but extra-
ordinarily difficult to continue and to
conclude it. United action by the
working classes of the entire world
was essential to the victory of the
Russian Revolution.

Railways Going To Pieces?

Reuter's Pacific Service
Tokio, July 26.—A message from
Vladivostok states that since the
Siberian railways have been placed
under American control there has
been ceaseless friction between the
Bolsheviks and the Czechs and the
railway practically has not been used
except for military purposes, ordinary
traffic having been suspended.

The American controllers are power-
less and the Chief of the American
Railway Commission, Mr. Emerson,
has been in correspondence with the
authorities in Moscow on the matter.

The main force of the Bolsheviks
opposed to the Czechs is increasing
its defenses in the vicinity of Iman
and also at Ussuri railway station.

There are many Austrians and Ger-
mans in the vicinity and the young
men there at Blagovestchensk are
being conscripted.

The Czechs are welcomed every-
where.

A message sent from Vladivostok
on the 20th (?) states that a body of
180 Red Guards has gone down
stream. It is believed that their
objective is the confluence of the
Amur and Sungari and that they
propose attacking the White Guards
while, according to some reports,
they propose to commandeer the
arms possessed by the Cossacks.

The steamer service to Harbarovsk
is suspended.

Semenoff Awaits Reinforcements.

Harbin, July 26.—General Skip-
troff, the Chief of Staff to General
Semenoff, states that General Semenoff
is now patrolling the front but
he has decided not to re-start
extensive operations until he has
been reinforced with Allied support.

His troops are weary of battle after
fighting against very heavy odds.

General Skipetroff is proceeding to
Vladivostok to urge unity of action
among the various Russian parties.

Vladivostok, July 27.—An Order
issued by General Horvath dated the
23rd was published in Vladivostok
today instructing all officials of the
administrative, judicial, financial

(Continued on Page 19)

Music Girl Of The Army And Navy Bands



MISS RAY SAWYER

Miss Ray Sawyer, of New York,
has adopted all the army and navy
bands and keeps them supplied with
music. Last Fall she discovered
that most of the bands were com-
pelled to play the same tunes until
the sheets fell apart. Music publish-
ers have been very liberal in giving
her music gratis, one firm furnishing
her with 25,000 band arrangements
of its various numbers.

FIREMEN OVERCOME WHILE FIGHTING BLAZE

Victoria Company Motor Hose
Truck Struck By Tram And
Badly Damaged

Several members of the Shanghai
Fire Brigade were overpowered by
smoke yesterday afternoon when fire
partly destroyed the dwelling house
of a Chinese iron merchant at P. 636
Tsepoo Road and the hose truck
belonging to the Victoria Company
was partly wrecked as it collided
with Tramcar No. 50 of the seventh
route at the corner of North Che-
kiang and Boone Roads. The
machine was hit on the side of the
radiators and the hood and part of the
radiators being smashed.

The fire, which lasted two and half
hours, began at 3:11 o'clock, a short
time after a funeral procession had
left the premises. The head of the
family, who was the proprietor of the
Sung Chong Iron Hong on Szechow
Road, died recently and an elaborate
funeral was being held in
his honor shortly after noon. While
the cause of the fire was not de-
finitely known, it is believed that it
originated from burning incense
sticks.

The center portion of the attic
floor was well alight when the
brigade arrived. Difficulty was ex-
perienced in checking the spread of
the flame on account of the roof
being built of galvanized iron, which
had to be ripped open to allow the
play of water. It was only after
two hours' hard fighting that the
conflagration was got under control
and confined to the attic rooms and
the roof. The rooms below were
only damaged by water.

The house adjoining the pre-
mises, occupied by Mr. Chow Ching-
tung, the owner of both houses, was
also gutted. The Chapel fire brigade
assisted for a while.

BRITAIN TO ESTABLISH BUREAU OF MINERALS

Permanent Body Is Appointed
To Investigate Resources
Of Empire

(Reuter's Agency War Service)
London, July 26.—Press Bureau:
The Imperial Conference has ratified
the scheme for an Imperial Mineral
Resources Bureau, which will be in-
corporated by Royal Charter.

The Governing body will consist
of Sir Richard Redmayne, K.C.B.,
M.I.M.E., and the following persons
who have been nominated by the
Governments and departments
named:

Dr. W. G. Miller, Canada; W. S.
Robinson, Australia; T. H. Hamer,
New Zealand; W. P. Schreiner, South
Africa; Lord Morris, Newfoundland;
R. D. Oldham, India; J. M. Evans,
Colonial Office; Sir Lionel Phillips,
The Ministry of Reconstruction and
others.

Heungchow Bay Pirates Seize Customs Launch And Kill Foreign Officer

Reuter's Pacific Service

Macao, July 27.—The Chinese Customs launch Paktou was cru-
ising in Heungchow Bay, near Macao, on the 20th and captured a pirate-
boat with ten pirates. In the hold of the vessel they found held as
prisoners the master of a junk which had been pirated, his wife, son
and daughter and also a fisherman.

Subsequently the Paktou dropped anchor off Malowchow Station
to await the arrival of the Chinese authorities to take over the pirates,
who were handcuffed in couples.

Yesterday morning the pirates overpowered Mr. M. O. Gronroos,
a Swede, and the officer-in-charge of the launch, and, wrenching his
revolver from him, shot him dead. They then disarmed the Chinese
sailors on board, throwing the boatswain overboard and drowning him.
Mr. Acacio Oliveira, a Portuguese, fired at the pirates, who returned
the fire and wounded him in the knee.

The pirates then made off in the launch's gig. The Portuguese
launch Dragao was apprised of the occurrence and pursued the escap-
ing gig but without success.

RAID ON ZEPPELIN SHED CAUGHT ENEMY NAPPING

British Aeroplane Flew At
Height Of Only 50 Feet
Before Dropping Bombs

(Reuter's Agency War Service)
London, July 25.—When inspecting
the Grand Fleet the King inspected
the mystery ship employed as an
aeroplane carrier in an attack on the
Zeppelin sheds at Tondern.

She reached a point of the German
coast early in the morning and des-
patched a number of aeroplanes, one of
which when reaching its destination
flew at a height of only fifty feet.

Tondern was fast asleep when the
aeroplane flew the whole length of the
main street, where the occupant of a
farm cart waved a friendly greeting,
not suspecting that the visitor was
hostile. The raid was a complete sur-
prise. Not a single gun was fired
until the aeroplane dropped a bomb
which exploded a munition dump and
then released its remaining bombs on
the Zeppelin sheds. Flames 1,000 feet
high indicated to the pilot that his
object had been achieved and he de-
parted, leaving the other airmen to
complete the program.

The first pilot returned unscathed,
despite a heavy barrage, after three
hours in the air. The second pilot
bombed a second Zeppelin shed, des-
pite the anti-aircraft fire, and also
returned unscathed.

TO EXCHANGE PRISONERS HELD EIGHTEEN MONTHS

Additional British Combatants
To Be Returned For Excess
Of German Civilians

(Reuter's Agency War Service)
London, July 25.—In the House of
Commons today Sir George Cave stated
that the Anglo-German War Prisoners
Agreement provided for the exchange
of all combatants who had been
prisoners for eighteen months, also the
return of additional British
combatants in order to compensate for
the exchange of German civilians
interned in Great Britain for the much
smaller number of British citizens
interned in Germany. The exchange
also included men interned in Holland
and Switzerland.

HAHN IS ACQUITTED

(Reuter's Agency War Service)
London, July 25.—Hahn, who was
arrested in connection with the case
against Sir Joseph Jonas, has been
found not guilty. The defense made
by Sir Joseph Jonas is that he obtained
the information concerning which he
is charged merely for business pur-
pose.

Water-logged Junk Off Shaohsing Buoy

Woosung, July 27.—A dismasted
water-logged junk was reported this
afternoon three miles outside the
Lower Shaohsing Buoy drifting with
the tide.

The Weather

Hot today. The maximum tem-
perature yesterday was 95.4 and the
minimum 73.8. The figures for the
corresponding day last year being
89.8 and 75.

BRAZIL CURBS ACTIVITY OF THE GERMAN BANK

Operations Are Limited To
Liquidation Of Its Present
Business

(Reuter's Agency War Service)
Rio de Janeiro, July 25.—The
Brazilian Government has restricted
the operations of the German Bank in
Brazil to the liquidation of its current
business. It is believed that this
foreshadows the closing of the Bank.

25,000 Prisoners* Captured By French Since Battle's Start

(Reuter's Agency War Service)
London, July 25.—Reuter's corre-
spondent at French Headquarters,
writing at 11 o'clock yesterday evening,
reports:

Since the 15th 25,000 prisoners, 400
guns and several thousand machine
guns have been captured from the
enemy, whose loss in munitions and
material is incalculable. Every night
fires indicate where depots and stores
which he is unable to remove are
burning.

It is now clearly proved that the
Germans at the beginning of their
offensive were again deluded in their
idea that the French army was at
length exhausted and that the
possibility of a counter-offensive
against their right flank out of their
calculations and failed to reckon with
the Americans, whose presence enabled
the French commanders to take mea-
sures which they might have hesitated
to take with their own resources alone.

The first pilot returned unscathed,
despite a heavy barrage, after three
hours in the air. The second pilot
bombed a second Zeppelin shed, des-
pite the anti-aircraft fire, and also
returned unscathed.

KING GEORGE ATTENDS MEMORIAL FOR EX-TSAR

Queen Mary And Queen Alex-
andra Also At Service At
Russian Church

(Reuter's Agency War Service)
London, July 25.—Their Majesties
King George and Queen Mary, Queen
Alexandra, the Duke of Connaught and
Grand Duke George of Russia attended
a memorial service for the ex-Tsar at
the Russian Church in London today.

French Export Bank Advocated In Deputies

Minister Of Commerce Will In-
troduce Bill For Institution
To Help Trade

(Reuter's Agency War Service)
Paris, July 25.—During the debate
in the Chamber of Deputies yesterday
on the renewal of the charters of the
Bank of France, the Minister of Com-
merce, M. Clemenceau, said that he
intended to introduce a bill for the
foundation of an Export Bank with a
capital of \$4,000,000 in which the State
would participate by advancing
\$1,000,000 so as to assist the export
trade, the development of which would
be of vital importance to France after
the war.

Branting In England After Visit To France

(Reuter's Agency War Service)
London, July 25.—Dr. Branting, the
Swedish Socialist leader, has arrived
in England from France.

When Seeing Is Not Believing



—Webster, In the New York Globe

ALLIES PUSHING ON DESPITE GERMANS' COUNTER-ATTACKS

Advance Nearly Two Miles
In Salient Between Soissons
And Rheims

GAINS IMPORTANT

French Now Within Only
Three Miles Of Fere-en-
Tardenois

AMERICAN VICTORY

Rout Enemy In Desperate
Battle In Woods And
Press Ahead

(Reuter's Agency War Service)

London, July 26, 4:20 p.m.—
Official: The French have taken
Oulchy-le-Chateau.

Paris, July 25.—Both sides of the
German salient between Soissons and
Rheims have been the scenes of
violent attacks and counter-attacks
throughout last night and this morning
but the enemy could not prevent a
still further advance. A further
considerable depth of ground was
gained, as much as two miles in
places.

Southwest of Rheims the Allied
troops are now only nine miles from
Fismes, which is midway between
Rheims and Soissons and an im-
portant road-center through which
most of the supplies for the German
armies at the bottom of the salient
have to be sent. If it came under
close fire the whole German pocket
would be involved.

Further important gains were
made also on the southwest side of
the bulge and Oulchy-le-Chateau is
outflanked to a large extent.

Take Marne Bridgehead
South of this bulge, along the
Marne, the bridgeheads held by the
Allies are gradually spreading as the
Germans are pushed back.

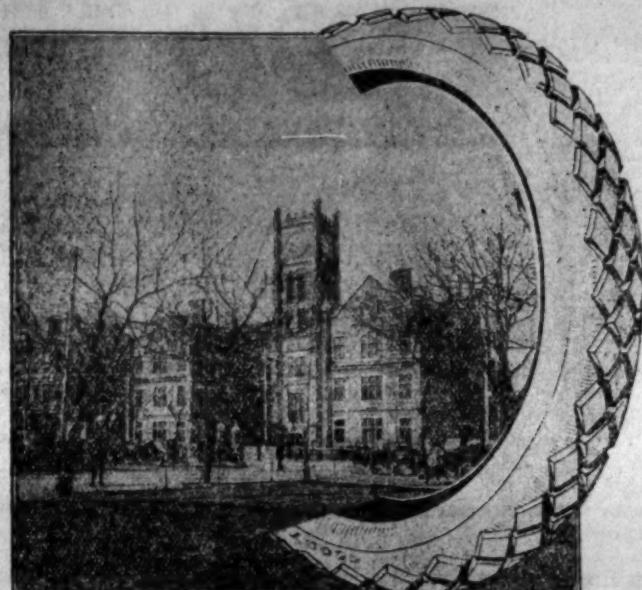
Before leaving the enemy is burn-
ing his depots of ammunition and
supply dumps.

According to accurate figures the
number of divisions engaged by the
German in the battle since July 15
is seventy and the total losses of
the enemy in killed, wounded and
prisoners since that date 180,000.

The official communiqué issued
this evening reports:

The fighting on the Ourcq front
continued with undiminished success.
We occupied Oulchy-la-Ville, north
of the Ourcq. South

G. W. W. SPECIALTIES



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GOODYEAR TIRES MAKE ANY CAR A BETTER CAR

GOODYEAR TIRES may be obtained at All Service Stations, or by Telephoning Central 608.

CONGOLEUM

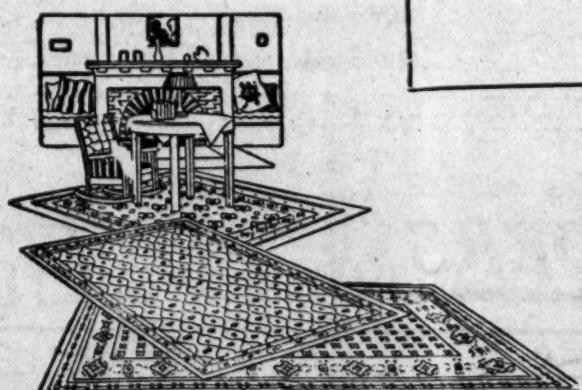
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HOW BRITAIN USES HER GREAT ARMIES

General Maurice Answers The
Slur That Too Many Men
Are Kept in England

HOST ALWAYS IN TRAINING

And He Would Have More There
Rather Than Less To Insure Full
Ranks To Forces In France

By Major General Sir Frederick
Maurice

London, June 22.—Mr. Bonar Law's recent statement that as a nation we are in as critical a position as we have been at any stage of the war, together with the knowledge we have that another great German attack is impending, makes us all more than ever anxious to be assured that every possible step is being taken to increase our forces in France.

Now is this anxiety confined to this country. The French public, seeing the Germans within forty miles of Paris, also wishes to be certain that we are sending out every man we can, and America, to whom we have appealed for help and which is making a magnificent response, naturally wants to know that we are doing our utmost and are not relying on her sons to take the place of ours.

For these reasons there have again appeared in our own and the Allied press questions whether we are not locking up in England large forces which ought to be in France. We see, and visitors to this country also see, numbers of men in khaki scattered up and down the land, and the very legitimate question is asked, What are they all doing?

Used By German Propagandists

This is the question with which the enemy has long been busy, and his active propagandists, who are again at work, have suggested a variety of replies. At one time they stated that we allowed troops of our dominions to do all the fighting and kept England full of British soldiers. This lie has been killed, partly by the adoption of the wise course of naming in our communiques, whenever possible, the divisions and regiments which have been engaged in the heavy fighting and partly by the loyal comradeship of the dominion troops, who have never failed to give the soldiers of the mother country their due.

During the fighting of this year, when our French comrades came to help us stem the German offensive, the full brunt of which fell upon us alone, the old cry was raised that we were asking too much of France, and this is being repeated in the case of America. In each case the suggestion is that "Selfish and perfidious Albion," whose motive in war is commercial gain, is sparing of her blood so as to profit at the expense of her Allies. It is added that England is full of troops who ought to be in France. Clever and unscrupulous use has been made in support of this propaganda of the official announcements of the number of men provided during the war for the armed forces of the crown.

The Facts Of Man Power

Sir Auckland Geddes, in introducing the Government's first man-power measures of this year, stated that the total effort which the British Nation had made for the maintenance of naval, military, and air forces amounted to no fewer than 7,500,000 men, of which 60.4 percent had been contributed by England and that the British Army alone had at the beginning of this year on its rolls over 4,000,000. The question is asked, Where are these 4,000,000? There is nothing like that number in France, and, therefore, there must be very large numbers in England. The enemy knows that this is not an easy suggestion to refute because it is obviously impossible for the Government to announce what is the number of troops allocated to home defense.

But it is possible to say, for it is common knowledge both to ourselves and to the enemy, that from the 4,000,000 has to be deducted not only the strength of our forces in France but also those in Mesopotamia, Palestine, and East Africa and many garrisons in our dependencies which have to be maintained. We then arrive at the number of soldiers in Great Britain.

Now, it is a common delusion that all, or at any rate a great majority, of the men in khaki in Great Britain are there to defend our shores from invasion, but just as in the interior of France, which is the main base of the French armies, there are many men in blue and in the interior of Germany, the main base of the German armies, there are doubtless many men in field gray, so in Great Britain, the main base of the empire there should be many men in khaki who have little or no connection with home defense.

All the great military administrative services, upon which the well-being of the forces in the field depend, have their centers in this country and require large numbers of men. All the sick, wounded, and convalescents are on the rolls of the army and are, therefore, included in the 4,000,000. And lastly, let us hope the largest of all the forces, there is the number of men

Chinese Woman Doctor Studies Soy Bean



DR. YAMIE KIN.

Dr. Yamie Kin, a Chinese woman doctor, who is experimenting in New York with the Chinese soy bean as a meat substitute. Dr. Kin recently spent six months in a trip to China to study and analyse the bean, and claims that the soy bean is equal to meat in nutrition. Excellent cheese and other nutritious foods can be made from the beans.

under training to replace the casualties at the front.

Number Of Men In Training

It takes from five to six months to fit a recruit to take his place in the ranks in the field, and, therefore, if we have made adequate provision for the future we should have at home at any time enough men to replace the wastage of six months in the field.

When we consider the length of the casualty lists of the last three months, and add to their total the number that have had to go to the hospital for causes other than their wounds, we can form an estimate of how large the number of men under training ought to be. Personally, therefore, I should be glad to see more, not fewer, men in khaki at home.

A few days ago Mr. Bonar Law stated that he wished it were possible to tell the House of Commons the number of troops which since March 21 had been sent out from this country to strengthen our forces. Obviously, seeing what our losses have been, that ought to be a very large number. It would not help us and it would help the enemy to know what that number is. What we should like is an assurance that our forces were up to strength in France before March 21 and that it was not necessary to foretell our man power income in order to make good the deficiencies which should never have existed. And still more we should like to know whether our forces are now up to 2,000 feet.

Last night one of our aviators engaged two German planes and brought down one in the vicinity of Arment.

This morning Lieutenant Douglass Campbell, flying at 4,500 metres, brought down a hostile biplane in the vicinity of Fliey. The hostile plane fell within our lines.

On May 18 a descendant of one of the French officers who served with the American Revolutionary Forces,

BRAVERY OF NEGROES TOLD BY PERSHING

Two Men Of Hayward's Regi-
ment Fought 20 Of Foe And
Saved Their Comrades

WOUNDED, BUT BATTLED ON

Commander's Communique Also
Records The Death Of Major
Lufbery In Action

Washington, May 20.—General Pershing's communique today brought its best story, so far, of the valor and sacrifice of Americans in fighting in planes. It also gave eloquent testimony to the spirit of democracy that knows no race nor color.

It told of the death in action of Major Raoul Lufbery, first ace of the flying corps, and also of the heroic fight of two American negro soldiers, who withstood a raiding party of twenty Germans and saved their comrades from surprise.

General Pershing also reported that in this "quiet" day on the front two German airplanes were brought down by American aviators.

The communique reads:

Headquarters American Expedi-
tional Forces, May 19, 1918.

Section A.—Aside from the activity of air forces on both sides, the day was quiet at all points occupied by our troops. Our aviators brought down two hostile machines.

Section B.—Reports in hand show a notable instance of bravery and devotion shown by two soldiers of an American colored regiment operating in a French sector. Before daylight on May 15, Private Henry Johnson and Private Roberts, while on sentry duty at some distance from one another, were attacked by a German raiding party, estimated at twenty men, who advanced in two groups, attacking at once from flank and rear.

Both men fought bravely in hand-to-hand encounters, one resorting to the use of a bolo knife after his rifle jammed and further fighting with bayonet and butt became impossible. There is evidence that at least one, and probably a second, German was severely cut. A third is known to have been shot.

Attention is drawn to the fact that the colored sentries were first attacked and continued fighting after receiving wounds and, despite the use of grenades by a superior force, they should be given credit for preventing, by their bravery, the capture of any of our men. Three of our men were wounded, two by grenades. All are recovering and the wounds in two cases are slight.

Major Lufbery was killed in flight during which he had been in combat. He was seen to fall from his machine, which itself fell a short distance from him. He was possibly wounded or dead before he fell. Earlier reports stated that he was at the time engaged in a long running fight and was flying upside down at 2,000 feet.

Last night one of our aviators engaged two German planes and brought down one in the vicinity of Arment.

This morning Lieutenant Douglass Campbell, flying at 4,500 metres, brought down a hostile biplane in the vicinity of Fliey. The hostile plane fell within our lines.

On May 18 a descendant of one of the French officers who served with the American Revolutionary Forces,

presented in the name of the descendants of all such officers, a stand of national and regimental colors to two regiments of a newly arrived American division. These bags bore the inscription:

"From the Sons of the French Champion for American Liberty to the American Champions for France and Humanity."

CHINA IS PROSPEROUS, SAYS MR. SAMMONS

San Francisco, June 21.—China is prosperous, China is with the Allies in purse and spirit. There is plenty of room for all in China, and none is more welcome than the American business men.

These were the high points in an address given today by Thomas Sammons, American consul general at Shanghai, before the China Commerce Club at a luncheon in the rooms of the San Francisco Commercial Club. Mr. Sammons said in part:

"There is plenty of room for all in China, and none is more welcome than the American trader. He is coming over more numerous than ever before, and the type of progressive American business man in China is reaching a very high standard. We now have 216 American firms in China, the result of actively climbing upward.

"Our trade interests warrant a larger number, particularly at interior points. We must send first class men to China to study local

trade conditions, and to secure converts to our individual interests, just as the American missionary secures and holds converts to the Christian faith. The missionary masters the language and local customs and a considerable proportion of American business men should go prepared to do likewise.

"American and Allied trade in the Far Eastern commercial front requires as many men as practicable for the industrial trenches there. Nevertheless, all are united on winning the war as the first great and controlling objective."

LABOR HITS AT LUDENDORFF

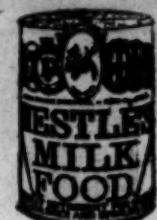
Unions In German Section Denounce
Him As An Autocrat

Amsterdam, June 10. (Correspondence of The Associated Press.)—Declaring that the name of General Ludendorff "to German workers is synonymous with Pan-German ideas of peace by violence and with the postponement of those reforms in government which would secure us liberty at home," the trade union organisations at Bielefeld, Germany, have refused to join a local patriotic committee in the collection of money for the "Ludendorff Fund" for wounded soldiers.

The refusal of the Bielefeld trade unions to participate was made in a statement issued to the public. Street collections for the Ludendorff Fund are now being made throughout Germany.

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Doctor's Opinion in China:

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17 NANKING ROAD

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*The man who's accustomed to
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He drinks "KING GEORGE IV" Whisky*



This Whisky is distilled by the largest Scotch Whisky Distillers in the World—The Distillers Company Limited—a Corporation with a capital of Thirty Million Dollars, and their unique position has enabled them to ship us sufficient Whisky to meet all local and outport requirements for some considerable time to come, thereby ensuring the future high quality of this world-famed brand "KING GEORGE IV."

Don't forget—make your next a "KING GEORGE IV," otherwise known as the

"TOP NOTCH OF SCOTCH"

TO THE TRADE, CLUBS, and HOTELS:

We are prepared to enter into contracts with you for the supplying of regular quantities of "KING GEORGE IV" Scotch Whisky for the next twelve months.

This is an opportunity which should not be missed, as future shipments of whisky for this market are so uncertain, and exports are likely to be shut down at any time.

Quotations upon request.



GANDE, PRICE & CO.

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Sole Agents

BANGS UNDER FIRE AS HE CHEERS TROOPS

Humorist, Back From France,
Highly Praises Conduct
Of Our Soldiers

SPOKE FOR THE Y. M. C. A.

Acts As 'Dad' For 150 Men,
But Draws Line On Furnishing
An 'Allowance'

New York, June 18.—John Kendrick Bangs, the writer, who has recently returned from the western front, where he has been doing work for the American Committee for Devastated France, told yesterday of his observations of the American troops in France. Mr. Bangs said that the spirit and courage of the American troops were unequalled, and that their cheerfulness was inexhaustible. In the course of his stay in France, Mr. Bangs, in addition to this work for the Committee for Devastated France, spoke to the American troops in various Y.M.C.A. "huts" and was under fire several times.

Telling of his experiences among the American troops Mr. Bangs said:

"I spoke in many Y.M.C.A. centers and once in a barn out of reach of the 'Y'—which means it was a very bad place indeed. You have to have been over there to appreciate what the Y.M.C.A. means to the soldiers, and what splendid work it is doing for them, in spite of occasional mis-takes."

"This unit was in the motor transport service, out of touch with the established centers. I had spoken to these boys before. On the first occasion the officer had told me that there was a captain of ours—these big army motor trucks—off a bit down the road, and the American drivers were a bit homesick, having been over there since last summer, and that a little cheering up would do them good. He asked me to go, so I went along to where that long train of camions was parked, with only the standard over-head to illustrate it."

"My platform was the tailboard of a two-wheeled trailer of a camion. I spoke to them with the cannon roaring steadily a few miles away and with shells passing overhead. First I told them funny stories and then gave them some serious talk about what the United States was doing to win the war. They had been over since last August, and were eager to hear about the formation of the new army and of the various big camions I had visited in this country, cities of 50,000 population which had sprung up overnight."

Pays Tribute to Father

"In concluding, I said that one of the greatest influences in my life had been my father, and that, although he had been dead thirty-five years, he was more alive to me than ever now. After saying I had three sons in the army, two privates and a lieutenant, I said, 'If any of you want a dad here, I'll neverment don't expect an allowance.' After stepping down, I invited them to meet dad and tell their names and home addresses."

"Of the 150 who shook hands and hailed me as dad, there was only one boy in whose town I had not lectured. Result was that I was able to speak familiarly of each home, of local celebrities and landmarks. They were all willing to talk about their backgrounds."

"Weeks went by and I was in a different district when I was hailed by the commander of the transport unit. He said, 'The babies are yelling for Pop.' So I promised to go to them again that night. It began to rain and I thought I'd get one good night's sleep, but the commander called for me on the farm where the men were crowded in big barns. They were yelling 'Here's Pop' and 'Hello, Dad' when I arrived."

"They'd a detached door across four zinc garbage can for my platform. The men stood in semi-circles facing me, row after row. At one side was an acetylene flare and at the other a candle. The men mingled in a mellow, smoky light given on the faces of the men in the front row. Back of them I could see some of the faces in the second row, but beyond that all was a black mass. When the point of a story went over, it was stunning to hear the roar of laughter from that blackness. I have spoken in forty-two States, but never to such an inspiring audience."

Praises Conduct Of Our Soldiers

Mr. Bangs paid a high tribute to the conduct of the American soldiers in France, saying that of all the many thousands who passed under his observation, he had seen only one soldier under the influence of liquor. The account was all on the credit side, he said, telling with enthusiasm of a Portuguese born American in a hospital unit who had shined his boots and had done many other personal services, and when it was known it was offered him for spending money on his furlough, had refused it, saying, "Mr. Bangs, we didn't come over here to make money, but to do something." That, said the humorist, was the attitude of 99 percent of the men he met there.

"We reached the ruins of what had been a village of maybe 200 inhabitants just outside the front line, and the shell of stables, three miles from the front line, constantly under boche artillery fire." Mr. Bangs continued. "There, in an Adrian tent, we found the type of man who is making the Y.M.C.A. loved and respected on the edge of No Man's Land. This Secretariate was A. H. Norton, Vice-President of Ford College, a man of great scholastic accomplishment, who was devoting his year's vacation to serving the soldiers."

"The officers told us that Norton had been literally blown by shells out of the 'Y' dugouts, yet he set up again each time and stayed on, helping the men. We went into his hut, a regular hole in the ground, and found him, and bought some macaroons, chocolates, and sardines. I talked with him an hour and asked him how he liked it there. He said he liked it fine. But one can imagine the intellectual isolation of a man of such attainments surrounded by boys. He never mentioned having been shelled out of his hut, but he told him what he could do anything for him when he got back here. He asked me to call up his wife and tell her that he was all right, and give his love to the children."

"We left him there, leaning calmly in the doorway of his hut, looking speculatively after us with an expression which said, 'He's going home, but I'm not.' I said, 'I would expect to tell this to the people here, but I ought to know about these men who are ready with good fellowship, comradeship, and a friendly handshake for the boys over here. They embody the spirit of service.'

U. S. Trade Restrictions

Here Brought Up to Date

In response to numerous inquiries from shipping men regarding the extent of the United States restricted list, the following instructions are reprinted, together with several new regulations which have recently come to the Consular Shipping office here, and as yet have not been published. The more recent instructions are given first.

According to word received last month, the export of platinum, palladium, rhodium and rhodium may be licensed for export to Great Britain, France, Italy and their colonies, China, South and Central America and the West Indies provided they constitute or form a part of dental machinery, surgical instruments, electrical apparatus, laboratory supplies or are for use in plants in connection with the manufacture of explosives. The exporter must file with the War Trade Board an agreement to import into the United States, from any source except Colombia or Russia, an amount of these metals equivalent to that exported.

Rice has been taken from the restricted list but it is still necessary for shippers to be in possession of import license before shipping to the United States.

General import license, P.B.F. 20 has been issued covering the importation of all plants, seeds, vines, bulbs, cuttings, entomological specimens and literature consigned to the United States Department of Agriculture.

Coin bullion and currency may be imported into the United States without individual import license.

The importation of platinum will be licensed only under condition that the importer will allow the United States Government to purchase same at \$105 an ounce, this option to remain in force for ten days after arrival in the United States.

Hempbraid for the manufacture of hats and strawbawls are not included in restricted import list No. 1.

All licenses outstanding covering the importation of skins, tanned skins, leather, hides and manufactures of leather from overseas have been cancelled as to ocean shipment made after June 15, unless covered by import license number higher than 96,000.

List Number One

The old lists follow. List number one went into effect April 15.

List of restricted imports, number one:

"Agricultural implements, animals (live, except for breeding purposes), art works, asbestos, beads and ornaments, blacking and all preparations for cleaning and polishing shoes, manufactures of bones and horn, all bread-stuffs except wheat and wheat flour, including imports from Europe; broom, corn, candle-pitch, palm and other vegetable stearin, cars, carriages and other vehicles, all acids, muriate of ammonia, all coal tar distillates, except synthetic indigo, fuel-oil, or amylic alcohol, citrate of lime; all salts of soda, except nitrate of soda and cyanide of soda; sumac, ground or unground chicory root, raw or roasted, dried, clocks and watches and parts thereof, coco and chocolate, prepared or manufactured, manufacturers of cotton, croylite, slate, dice, draughts, chess men, billiard balls, poker chips, eggs or poultry, electric lamps, explosives, except culminates and gun powder, feathers, natural and artificial, manure, salts, manufactures of vegetable fibers and textile grasses, except jute; fish hooks, rods and reels, artificial bait, snarpes, all fruits, except pineapples and bananas; all nuts, except coco-nuts and products thereof; gelatine and manufactures thereof, including all from Europe; gold and silver manufactures, including jewelry; sulphur, oil or olive fruits, grease, hay, honey, hops, infusional and diatomaceous earth and tripoli materials for gas burners, matches, friction and lucifer, fresh meats, merschau, crude and manufactured; musical instruments and parts thereof; nickel, oilcakers, oilcloth and linoleum for floors, all expressed vegetable oils from Europe only; lemon oil, non-mineral paints and varnishes, pencil and pencil leads, penholders and pens, perfumery, cosmetics and toilet preparations, phonographs, gramophones, graphophones, and parts thereof, photographic goods, pipes and smokers' articles, plants, trees, shrubs and vines, plated electrolyte, stereoptype, and lithographic, engraved plumbago, graphite, pyrite, rennets, artificial silk and manufactures thereof, soap, malt liquors, wines, other beverages, candy and confectionery, tar and pitch of wood, toys, umbrellas, parasols, sunshades, and sticks for beans and lentils, dried peas, all vegetables except beans and lentils and peas, either in their natural state or prepared or preserved, vinegar, whalebone unmanufactured, manufactures of wool, manufactures of hair, or camel hair, alaces, zinc, etc."

"On and after April fifteenth certify no invoices of foregoing articles not bearing number of United States import license. Inform shipping agencies that articles mentioned will not be admitted to United States unless licensed and therefore shipments should not be accepted without number of import license. Forgoing regulations apply only to articles listed. Number of import license unnecessary for articles not in foregoing list."

The above list is given subject to correctness of possible mistakes made in transmission.

The Second List

The second list went into effect on May 15, the Consulate-General receiving instructions not to certify consular invoices covering foreign articles unless they contained the

42.—Paper stock cards (not including wood-pulp).

43.—Straw and grass, manufactured, and manufactures thereof.

44.—Tea waste, siftings or sweepings.

45.—Vanilla beans.

Following article granted from any country but only coming as deck

cargo or coming on vessels unfit for essential imports:

46.—Tuebracho wood.

Special Regulations

Regarding goods which are specified in the list, to allow their import from certain countries this stipulation is applicable only in respect of goods which are produced in these

countries and not for goods which are produced in another country and which merely pass through the specified countries.

Import permits for goods on which the embargo is placed shall become invalid unless they are shipped before May 15 but if they conform to the conditions of this list as regards the country of shipment, etc., application may be made for fresh import permits.

goods contained under Nos. 23 to 45 in the list, shipped in Europe, and those under No. 46 will also become invalid unless they are shipped before May 15 but if they conform to the conditions of this list as regards the country of shipment, etc., application may be made for fresh import permits.

ADAMS

Pure Chewing Gum



Lord Northcliffe says: "I noticed, by the way, a number of jaws working, and I heard afterward that the habit of chewing gum had been introduced among British and French soldiers by their American and Canadian comrades. The army doctors are inclined to think that it is quite a useful innovation. They say that chewing gum has a soothing effect, and anything which can quiet the nerves of men who are under the fire of trench mortar and mine throwers is certainly of value. Prior to the war, the chewing of gum held place merely as an American habit. Now, it has proved itself an institution among fighting men, and every effort should be made to see that our boys are provided with this essential to their health, comfort and happiness."

The Canadian and American troops first introduced Adams' California fruit gum at the front and now all the Adams' products have become popular in the trenches.

Adams' California Fruit Gum, with the original and delicious Tutti Frutti flavor, may be had at all dealers. Chew a stick after your meals and you will experience a delicious taste of fruits such as only California can produce. Insist on Adams. It is incomparable. It is refreshing.

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HAVE IN STOCK THE FOLLOWING:

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Vintage California Wines

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Liqueurs of all kinds

etc., etc., etc.

RHONBACARDI Rum

We guarantee all of the above as being the finest produced.

WE HOLD LARGE STOCKS

The Soul of an UNPAINTED House!

*Cries out to you Mr. Owner to
restore its former beauty*

"Proud and stately was I when first you came to look at me. PROUDER STILL, were you when you took possession of me for you foresaw the splendid investment I represented in my then perfect condition."

"You knew that if you planned to use me for a home I would be a *credit* to you and your family, and, if a time would come when you desired to sell me you could always get *more* than you paid for me."

"But look at me now! Are you quite as sure of your investment as you were the happy day you bought me? See, I hang my head—I am ashamed of my shabby coat."

"Sun, wind, and rain have so marred my appearance that the whole world doubts my value. But harken to my plea NOW, oh, kindly owner, ere the sands of time by destroying my value also bring loss to you."

"PAINT ME—give me a coat that will not only protect and preserve me, but will correspond with the true nature of my splendid construction."

"To wait longer means to court the possibility of a deterioration in value which (after once it sets in) can never be checked. Paint me in time, renew my beauty and increase my value."

NOW IS THE TIME TO PAINT

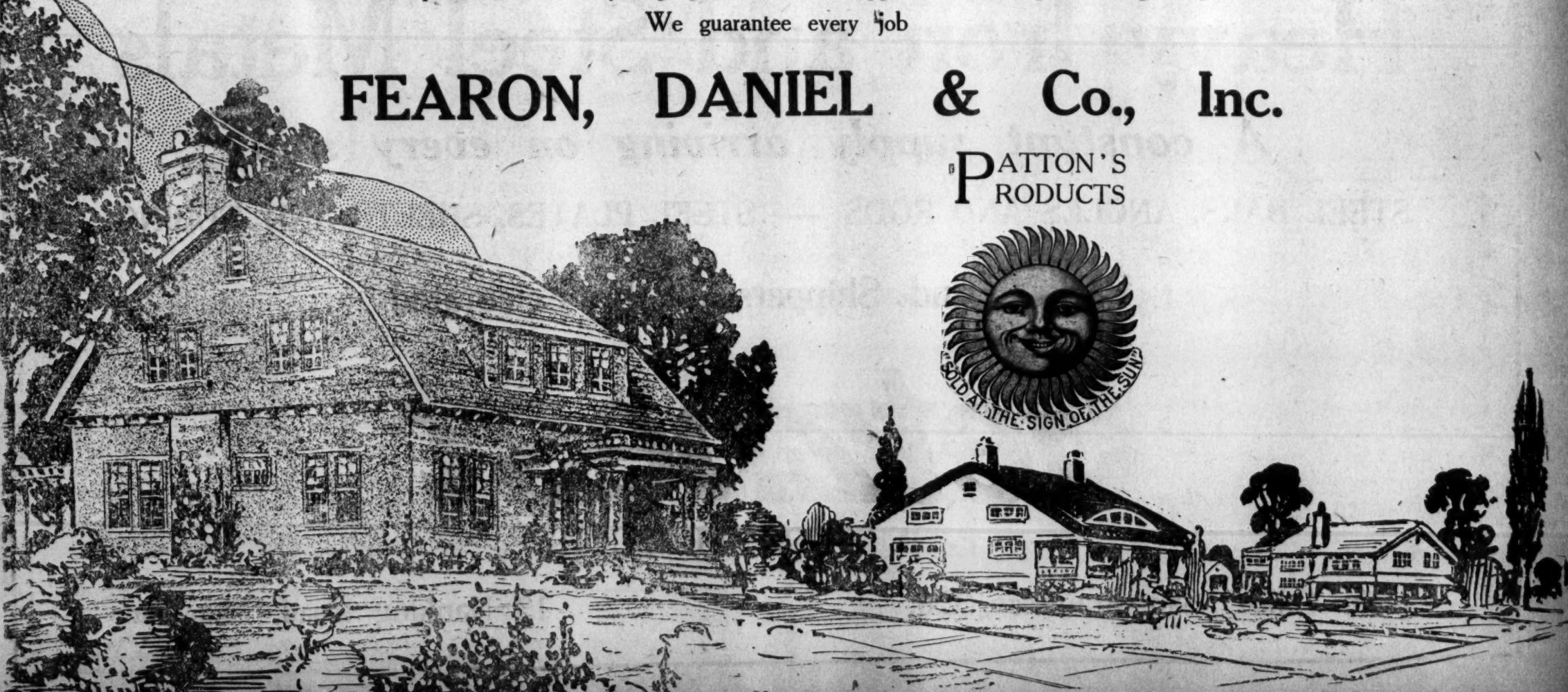
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Our contract department uses only high-grade materials applied under expert foreign supervision.

We guarantee every job

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PATTON'S
PRODUCTS



Winslow Tells Of Downing His First German Airman

He Writes In His Diary Graphic Story Describing His Exploit And That Of Lieut. Campbell—It Is Given To The Public By The War Department

Washington, June 15.—The following personal diary of Lieut. Allan Winslow, Aviation Section, Signal Reserve Corps, of Chicago, the first American aviator of the American Expeditionary Forces to bring down a German plane, is made public by the War Department. It was not written for publication, but is given out on account of its historical and descriptive value:

"On Sunday morning, April 14, I was 'on alert' from 6 a.m. till 11 a.m., that is, I, with Lieut. Douglas Campbell of Harvard and California (since designated as the first American 'ace'), was on emergency call duty.

"We were sitting in the little tent playing cards, waiting for a call. Our machines were outside, ready at a moment's notice. I was patrol leader. At 8:45 I was called to the phone, told by the information officer, who is in direct touch with all batteries and observation posts, that two German aeroplanes were about two thousand meters above the city, which is only a mile or so from here. We were told they were going east. We were rushed down to our machines in side cars, and in another minute were off in the air.

I Was Furious

"Doug started ahead of me, as I was to meet him above a certain point at 500 meters and then take the lead. I gave him about forty-five seconds' start, and then left myself, climbing steeply in a left-hand spiral in order to save time. I had not made a complete half turn and was at about 250 meters when straight above and ahead of me in the mist of the early morning, and not more than a hundred yards away, I saw a plane coming toward me with huge black crosses on its wings and tail.

"I was so furious to see a German directly over our aviation field that I swore out loud and violently opened fire. At the same time, to avoid my bullets, he slipped into a left-hand reverberation and came down, firing on me. I climbed, however, in a right-hand spiral and slipped off, coming down directly behind him and on his tail. Again I violently opened fire. I had him at a rare advantage, which was due to the greater speed and maneuverability of our wonderful machines. I fired twenty to thirty rounds at him and could see my tracers entering his machine.

Each 'Got' His Man

"Then, in another moment, his plane went straight down in an uncon-

Famous Jew Is Made Lieutenant-General



LIEUT.-GENERAL MONASH.

Sir John Monash, a Jew by race and religion, who belongs to the new Australian citizen army, has been made a Lieutenant-General in the British army. He is a veteran of Ypres and Messines, where he was Divisional Commander. He is now head of an army corps.

"When we landed, only our respective mechanics were left in the drone to help us out of our flying clothes. The whole camp was pouring out, flying by on foot, bicycles, side cars, automobiles; soldiers, women, children, Majors, Colonels, French and American—all poured out of the city. In ten minutes several thousand people must have gathered. Doug and I congratulated each other, and my mechanic, no longer military, jumping up and down, waving his hat, pounded me on the back instead of saluting, and yelled: 'Damn it! That's the stuff, old kid!' Then Campbell and I rushed to our respective German wrecks.

A Surprised German

"On the way there—it was only half a mile—I ran into a huge crowd of soldiers, blue and khaki, pressing about one man. I pushed my way

through the crowd and heard somebody triumphantly say to the surrounded man in French: "There he is; now you will believe he is an American." I looked at the man—a scrawny, poorly clad little devil, dressed in a rotten German uniform. It was the Boche pilot of the machine I had shot down. Needless to say, I felt rather haughty to come face to face with my victim, now a prisoner, but did not know what to say. It seems he would not believe that an American officer had brought him down. He looked me all over, and then asked me in good French if I was an American. When I answered, 'Yes,' he had no more to say.

"There was a huge crowd around the wrecked plane, and the first man I ran into was our Major—the commanding officer—and he was the hap-

piest man in the world outside of me and Doug. A French and an American General flew up in a limousine to congratulate us—Colonels, Majors, all the pilots, all the French officers, mechanics, everybody in the town and camp. All had seen the fight. One woman, an innkeeper, told me she could sleep well from now on, and held up her baby for me to kiss. I looked at the baby and the felt grateful to my Major, who pulled me away in the nick of time.

Splendid Souvenirs

"I had my mechanics take off everything available, the machine was a wreck, but I got some splendid souvenirs. The big black German crosses from the wings, his rudder, pieces of canvas with holes from my bullets in them, all his spark plugs, his magnetos, his mirror, clock, compass, altimeter, his clumsy signal revolver, etc.; it is a great collection.

Doug had set his Boche machine on fire at 300 meters and it had fallen in flames, rolling over three times and then completely burning up. There remained but a charred wreckage, like the sacrifice of some huge animal. The Boche pilot had been thrown out and was badly off. His face, hands, feet, nostrils and lungs were all burned, while his leg was broken. He is now in hospital and my Boche is probably commanding his job of ditch digging for the rest of the war.

La Guerre Est Fini Pour Moi

"They got much valuable information from my man; the other couldn't speak. He was a Pole; said he was not an officer because he was a Pole, although he had been an 'aspirant' and a pilot at the front for two years. He said to me, with a sort of sigh of relief, throwing up his hands at the same time, 'Alors, la guerre est fini pour moi!'

"That afternoon my wrecked Boche plane and the charred result of Doug's good work were exhibited in the public square of the town, surrounded by an armed guard and overlooked by a French military band. It also was a great day for the town people and was had a good moral effect. You can imagine it when you

know it took place above their rooftops, at only 300 meters, and that they were able to see the whole fight. The Americans are indeed welcome in the town now, and Doug and I can buy almost anything half price.

Groundling's Ear Punctured

"An amusing incident was this—the fight was so near to the earth that bullets were flying dangerously all about the ground. No one was hurt.

save a French worker in the field, who received a hole through his ear from one of my bullets and is very proud of it."

Two days later the two aviators were decorated by the French with the Croix de Guerre with a Palm, and later were mentioned in General Orders and proposed for the American Distinguished Service Cross.

BALLIN WARNS OF BAR AROUND MIDDLE EUROPE

Hamburg Trade Chiefs Tell Reichstag Members That Berlin Blunders In Trade

Amsterdam, June 17.—The visit of 165 members of the Reichstag to Hamburg to discuss rebuilding and the economic system after the war appears to have resolved itself, on the part of the Hamburg shipping world, into a demonstration in favor of free as against State controlled trade and shipping.

In an address to the Reichstag Deputies yesterday, Herr Witthof, member of the Chamber of Commerce, complained that everything was placed under the tutelage of Berlin and concentrated on Berlin, where the authorities, he said, no longer knew of the existence of Hamburg and Bremen. The continuation of the war economic system after the war, he said amid applause, would mean the ruin of German trade, for a world trade which rested on the basis of supply and demand could not bear such bonds.

Prince von Bulow attended the subsequent banquet, at which Albert Ballin, Director General of the Hamburg-American Steamship Line said it was his firm conviction that the policy developed under the title of a "transitional economic system" was wrong, as by it ground was being prepared for an economic war after the war.

"We cannot fight for freedom of the seas and simultaneously place a barrier before Central Europe," Herr Ballin added.

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Green and Navy Sunshades

Protection from the sun's glare.

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| Smart Cotton Sunshade in Green or Navy | \$2.00 each |
| New Mercette Sunshade in Green or Navy.... | 2.50 .. |
| Good quality sunshade in Green or Navy..... | 2.75 .. |
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| Silk Sunshade in Green or Navy | 4.00 .. |
| Red, White, Green, Royal, Cotton Sunshade.... | 1.00 .. |
| Tussore shade lined Navy or Green Price \$3.00 | |
| All Fancy Silk Sunshades Half Price: | |



A Corner for the Men

300 Good Straws

Some slightly shop soiled

Half Price

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Busy every day in the
service of shoppers

WHITEAWAY, LAIDLAW & CO., LTD., SHANGHAI

The Store with a
Reputation for value.

"Come in and look round even if buying is not in your mind. A visit many refresh your memory as to things needed."



HOUSEHOLD LABOR SAVING WEEK

The "Home" Bread Maker

Makes bread in 3 minutes. No trouble—no mess—no worry. Tinned iron with domes, Table Clip, cover, etc.

Size 4 — 8 loaf.

Price \$6.50 \$8.50 each

Charcoal Irons, new design. English make 7½ long. Price \$3.50 each

The "Home" Cake Maker

Mixes all kinds of cakes or batter—will whip eggs—good for making mayonnaise or salad dressings. Simple to operate.

Price \$4.75 each

Wire Sieves. Wood Rims, coarse or fine mesh. Size 9½ 10½ 11½ inch. Price 50 cts. 55 cts. 60 cts each

Bessett's "Grand Rapid"

Carpet Sweeper, ball bearings, nickel finished.

Price \$11.50 each

Ra. Traps Strong backback.

Price 4 for \$1.00

Solid Aluminum Kitchen Set

6 pieces consisting of:

1 Strainer 12" 1 Strainer 8½"

1 Ladle 12" 1 Fish -line

1 Funnel 1 Measuring Cup

Complete with rack and screws

Price \$1.50

Medium Knives

Best quality steel blades with polished steel handles.

Price 6.50 per dozen

Tinned wire sponge and soap

Holders, very strong quality

Price 50 cent each

Tinned wire Strainers, wood

handles.

Size 4 5½ inches

Price 40 45 cents

bread Toasters

Strong wire, wood handle.

Wire Steding Ring.

Price 20 cents each

STARTLING CLEAR OUT PRICES IN ENGLISH MADE RACKETS

Call in and Secure a Racket
Cheap this Week

THE "ALPHA" RACQUET. A good, strong, serviceable racket, English gut, assorted weights.

Price \$4.50 each

THE "COURT" RACKET. Here we offer a really excellent model racket well made and finished. Equal in many respects to a \$10.00 racket and it will serve you well. Weights 12½ to 15 ozs.

Price \$6.00 each

THE "RENSHAW" RACKET. This racket was specially selected by a committee of experts as embodying all good points of a match racket. It has an international reputation.

Price \$7.50 each

BUSSEY'S "ALERT" RACKET. Bound shoulders, a good racket strung with red and white gut, double centre mains.

Price \$5.00 each

THE "DOHERTY" RACKET. The best racket made. The system of open stringing has now been in vogue for years, and is bound to give greater driving power and more permanent rigidity. Weights 15 ozs. only.

Price \$14.50 each

THE "PLAYER" RACKET. To the man of moderate means here is a fine little racket that is of excellent value. Its driving powers are good and the gut a good English brand. It has stood the test of three seasons. Weights as above.

Price \$6.00 each



A CHANCE TO BUY YOUR GLOVES REAL CHEAP

Special attention is drawn to the long length gloves which are of very superior quality. If cut to a shorter length they will be found far ahead in quality to the present short length silk gloves.

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| Black Silk 12 Button | \$1.00 | \$1.50 | pair |
| " 16 .. | 1.00 | 1.50 | " |
| Black Lisle 12 Button | 0.75 | 1.00 | " |
| " 16 .. | 0.50 | 1.00 | " |
| Lisle Gloves 3 Button in Black, Slate, Brown, Beaver | 0.20 | | " |
| White, Grey Lisle Gloves 3 Button good value | 0.75 | | " |
| Grey Lisle Gloves 12 Button length wonder- ful value | 0.75 cts. | 1.00 | " |

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WHITE COTTON VOILES FOR SUMMER DRESSES

ON SHOW

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DRESS

DEPARTMENT



Some slightly shop soiled
Half Price

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FUNERAL

Services of the late Mrs. S. D. Lee, nee Miss Alice Zong Tuh Hoo, will be held Thursday, August first, at 1.30 p.m. in Moore Memorial Chapel, corner of Yunnan and Hankow Roads; after which remains will be buried in the Hungjiao Road Cemetery.

Today's Church Services

Holy Trinity Cathedral.—July 28.—(Corner of Range and Chao-pao Roads). Today's services in the above will be conducted as follows: Morning at 11, by Rev. Joshua Vale; Evening at 6, by Rev. G. W. Gibb, M.A.

Christian Science Society of Shanghai, Masonic Hall, The Bund.—Sunday Service 11 a.m. Subject: "Truth." Sunday School 10 a.m. Wednesday Evening 6 p.m. Reading Room 21 Nanking Road Room 71, open daily except Sunday, 10.30 a.m. to 12.30.

St. Joseph's Church.—Sunday July 28—Masses at 6, 7.30 and 9 a.m. At 5 p.m. Benediction of the Blessed Sacrament. Masses on week-days at 6 and 7 a.m.

Shanghai Free Christian Church.

A Provisional Government in Vladivostok

Recognised By The Allies, With Allied Forces Under Its Command, It Could Save Russia

By Leo Pasvolsky
(Editor Russkoye Slovo and The Russian Review in The New York Times)

In your issue of June 14 you quoted me as saying at the luncheon of the Mayor's Committee on National Defense that the best way to unite Russia against the Bolsheviks and against Germany is to re-establish the Provisional Government at Vladivostok. I take this opportunity for stating at some length the considerations that have led me to the belief that this is the best way to help Russia.

Months have passed since the Bolshevik coup d'état in Petrograd swept away the institutions of government that were recognised by the whole world as the Government of Russia. But it has not succeeded in bringing Russia a new center of governmental authority that would be recognised by the whole world, instead of a Government of Russia, separate Governments were formed in Great Russia, in Little Russia, in Siberia, on the Don, in the Caucasus, and so on without end. But not one of them has been recognised by the nations of the world. Even the Teutons do not recognise either the Bolshevik Government in Great Russia or the Ukrainian Government in Little Russia, although they had concluded peace with them. This lack of recognition is plainly evident from the actions of the Germans in Great Russia and in Ukraine.

Having deprived Russia of a national and recognised Government, the Bolshevik rule has led Russia away from the road that leads to democracy and prosperity, and has brought the country into the tight corner of anarchy, complete disorganisation, and a violent subjugation of the different parts of Russia to the will of foreigners, the Teutons. Centers of Teutonic influence have been formed in two great component parts of Russia, in Great Russia and Little Russia. The so-called Governments of these territories are really such centers of Teutonic influence. And as Russia becomes weaker and weaker under the heavy cross of her misfortunes, these sinister influences press harder and heavier with their iron-shod heel against the breast of the suffering country.

The Bolshevik coup d'état and seven months of the Bolshevik rule had swept away the beginnings of a democratic order that was just coming into existence. They brought nothing to take their place. The hastily concocted "Soviet Russia" has existence only in the imagination of the Bolshevik leaders. As far as the rest of the world is concerned, there exists in Russia only the Russian people that has been, for the time being, deprived of its Government and of its form as a State.

If things in Russia be permitted to take their own course, it can be predicted almost with mathematical exactness that the political situation of Russia's political situation, which has now swung out to the extreme limits of anarchy, will swing back and may reach the extreme limits of autocracy and political reaction. It is necessary to stop it half way. It must pause where it stood before the Bolshevik came. Russia must return to the political situation which existed in November of the past year. This would be neither regression nor a political reaction. Russia has lost her way; has gone astray. She must find her right road again, return to it, and follow it.

It is necessary to create a new national center around which all the

How New York Trapped Bolo Pacha

Wartime Law Gave State's Governor And Attorney General Power To Gather Evidence Which Resulted In Traitor's Death

By Robert C. Morris
Counsel to Attorney General Lewis in the Bolo Pacha Case

THE conviction and execution of Bolo Pacha, the French traitor, has a particular interest for the citizens of New York, because the information which caused the exposure of the Bolo plots came from this city. Had not been for the work of Attorney General Merton E. Lewis there is little question that Bolo would be alive and pursuing his treasonable activities at this present moment. And back of Attorney General Lewis stood a law, the like of which exists in no other State in the Federal system.

At the beginning of our troubles with Germany, New York State began to get ready for hostilities in several ways. Preparations for war, as we

have now abundantly learned, assume many forms. Our military census and our provision for military training received wide publicity; these are naturally things that appeal to the patriotic instinct, and that come home closely to every individual. Upon the declaration of war by the United States, however, the New York Legislature passed a measure which received practically no attention in the public press. It was this law which lodged Bolo Pacha in jail and resulted in placing him in front of a firing squad.

In the Fall of 1917 Governor Whitman received a request from the French Consul General in New York to give him a copy of the list of this Consul General with the Oriental title.

The Consul General explained that he was acting in response to orders from the French Ambassador, M. J. J. Jusserand. Certain forces had been conducting a "defeatist" propaganda for some time in the French press, the trial of treason was evident abroad.

France had certain suspicions

flat sum for this purpose, which is placed in the bank to the credit of the Governor and the Attorney General. Such money can be drawn out by the check of the Attorney General, countersigned by the Governor. Moreover, these are the only officials who are ever to know how the money is disbursed, since the law specifically provides that these payments "shall be subject to no audit except by the Governor and the Attorney General."

Thus such agents as these two officials select are appointed in secret, are paid in secret, and operate in secret.

The public does not know who they are, how many there are, or what they are doing. At present—though I have no knowledge that this is the case—numerous secret agents may be working all over the State, ferreting out German plots or other activities. The only people who would necessarily know anything about them are the citizens with whom their official duties bring them into contact. And these are likely to know nothing about it, for the disclosures had reached a point where they deeply involved the internal politics of the country of ally, France, and we all felt that the French Ambassador should be consulted.

We therefore prepared a preliminary report, containing photographic facsimiles of checks, correspondence, and the like, and this I personally presented to Ambassador Jusserand for his consideration. I found him immensely interested in the results of our investigation.

"Who is that?" asked Bolo.

"From Bernstorff." Bolo shrugged his shoulders.

"Well, it's money, isn't it?" he said.

Pavenstedt then approached Bernstorff and found him eager for the scheme. Bernstorff directed Hugo Schmidt, New York representative of the Deutsche Bank, to pay this money to Pavenstedt.

The money was paid in the round-about fashion already described.

I had myself served as counsel to the Attorney General in this proceeding, and as such it devolved upon me to take up the matter in Washington with the State Department and the French Embassy. The fact was that the disclosures had reached a point where they deeply involved the internal politics of the country of ally,

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"Who is that?" asked Bolo. "He asked me to leave it with him over night, so that he could study it in detail, and requested me to call upon him the next day. I did so, and found that he had made an abstract of the report. I told him that the Attorney General desired to do nothing that might embarrass him or his country; clearly the matter was of great importance to us and to the United States. I asked him if he wished us to continue the investigation. M. Jusserand did not hesitate for an instant.

"Yes," he said, "go on, no matter whom your investigation affects. France has so many great things to her credit that she can stand a few things like this. If we have a case anywhere in our State, we will cut it out."

This answer impressed me then, as it does now, as splendidly illustrating the spirit which actuates our sister republic.

When Ambassador Jusserand appealed to the law officers of New York State, therefore, they had sufficient machinery with which to operate.

This proceeding was the first to call into action the new law, and it formed a notable test of its usefulness.

The Letters Rogatory which the Ambassador had received from the Military Tribunal at Paris mentioned that certain New York banks had served as the medium of Bolo's financial transactions.

Naturally, the representatives of

the French and German governments had been called upon to help. Only a court ordinance has the power to compel such institutions to produce their books and records; Attorney General Lewis's representative, acting under this new law, now had an equivalent authority.

The large financial institutions which had been used at the time of the coup d'état had readily placed all their funds at the disposal of the Attorney General. In a few days the financial operations of Bolo appeared as an open book.

The Frenchman and his German co-conspirators had attempted to conceal their tracks by a complicated series of checks, but Attorney General Lewis's representative easily pieced them together.

The money—\$1,683,500

—first appeared as deposits to the credit of the Deutsche Bank of Berlin in the Guaranty Trust Company and the National Park Bank; the final resting place in America of most of it was in J. P. Morgan and Co., where a million dollars was held for Bolo's credit, and \$170,000 for the credit of Senator Charles Humbert, proprietor of Le Journal of Paris.

More than half a million dollars was sent to a bank in Paris and placed in the name of Mme. Bolo. Intermediate way stations were G. Amsinck and Co. and the Royal Bank of Canada in New York. The purpose of all these transfers was merely to conceal the trail of the rigid scrutiny of all the transactions, however, and the immediate examination of the bank records made the whole proceeding apparent. But the preliminary investigation in the city of New York did not disclose the most valuable detail—the connection between the transaction and the Berlin Foreign Office.

The hearings and examinations conducted under the same law brought this to light.

One of the witnesses was Adolph Pavenstedt, senior member of the firm of G. Amsinck and Co., Mr. Paven-

stedt, the man who was still a major of the Kaiser. He apparently used the firm of G. Amsinck and Co. as the medium of Bolo's banking operations, without the knowledge of his partners.

At the hearing he told how the money had been transferred from the New York branch to G. Amsinck and Co.

And then with the aid of one of the clerks of the latter concern transferred once more to the Royal Bank of Canada, no record appearing on Amsinck's books except a blind exchange of checks.

Pavenstedt also told the whole story of Bolo. He had known him some years before in Cuba, and one day in the Spring of 1916, he received a wireless message from his friend, who was arriving by a French liner, to meet him at the Plaza Hotel. Bolo there showed Pavenstedt's document which purported to be a contract for the purchase of Le Journal.

Bolo paid \$10,000 for the paper for the period of the war without interest.

"That is not a banking proposition," answered the German. "I know of only one person from whom you could

get that money, but you probably would not like to take it from that source."

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Bringing Up Father



By George McManus

Love, Home and Table Topics
By Clever Writers

Daily Home Magazine Page

A Good Page to Read in the
Leisure HourAn Englishwoman's Message To America On What
The War Has Done--By Mrs. A. Burnett-SmithCondensed From The Atlantic
Monthly For June

I have been sent over from my own country to try to bring before the people of this greater country a picture of what the war has done for us and what life is like over there, where there is no peace, very little sleep, very little light, no freedom from fear and very little food.

I want you Americans to think of these things one by one, and to take them with you in your hearts and go

grateful for these simple everyday blessings. I want to tell you that the people of this greater country a picture of what the war has done for us and what life is like over there, where there is no peace, very little sleep, very little light, no freedom from fear and very little food.

We have a million and a half women working in our munition factories today—all kinds, from the highest to the lowest; peers' daughters, and daughters of cabinet

ministers, of professional men, of rich merchants—all working side by side twelve hours a day, with brief intervals for meals, living together in little villages, which had to be built close to the factories in order to solve the housing problem. They are solving the housing problem. They are not segregated, but live the communal life, side by side, sharing the family life in dining rooms, recreation rooms, in all respects living as one family; and it has had a wonderful effect on them all. The upper class women have learned something from their working sisters. They have gained a broader outlook, a more candid sincerity and a great many other things which are going to be of much value. The same thing holds good of the other side. They have learned refinement of speech and behavior. In fact, they have come to understand each other, and ignorance is the cause of so much sorrow and misunderstanding that we welcome all this wonderful new fusion in our national life. Please God, when the anguish of these days is over, it is going to be a splendid factor in our reconstruction.

In addition to the women working in munition factories, they have had to take the place of men in commercial houses, in stores, banks—everywhere where young manhood was formerly employed—and they have given much satisfaction to all concerned. * * * They even clean the streets and act as porters at the railway stations.

Then we have a land army of about half a million, taking the place of men on the farms. That has been one of our most difficult tasks, because we have found our farmers to be a very conservative body of men, wanted no changes of any sort; they thought that they should be specially favored, as they were food producers, and should be allowed to keep all the men they wanted; but they have had to take a certain number of women on the land. * * *

Then we have a very large legion in France. The women began about eighteen months ago to relieve the men in the camps—when the need of men became very insistent. There are some who work in the cook houses and prepare the men's food, and others who act as orderlies and as waiters in the different messes. They relieve men as clerks and store-keepers. They take care of and distribute the stores, and drive them to different places as required. In fact, they have relieved every man avail-

able for fighting, and they are always being reinforced from the battalions sent out from training. Part of their work is to clean the men's uniforms, and sole and heel their boots; and the latest thing they have taken over is the mending of rifles. Thus there has been a great economic saving by the employment of women. It is hard work and they are kept in their own cantonments under strict military discipline. * * *

Milk we were very short of in the winter, owing to the cows being killed because of scarcity of fodder. You can not buy a glass of milk anywhere in a hotel or restaurant unless you have a child with you. Householders are supposed to take milk only for the sick or for children. Eggs also are scarce and were a dollar and a half a dozen when I left England; but probably, as summer comes on, the situation as regards both milk and eggs will be relieved to some extent, because everything is easier in the summer.

These are the food conditions so far as I know them at the moment. They have been improved somewhat by the introduction of the card system of rations. It came into operation some time last month, and I hear is giving great satisfaction. It does not, of course, increase the quantity, but it does insure equal distribution. * * *

I think it is not quite understood in this country how big a part of England now is as truly the war zone as where the actual battles are being fought. * * *

The air raids have increased, in particular. We have no Zeppelins now, because we brought down so many of them. These monsters cost a tremendous amount of money, and the damage they did was so small as not to be worth their while. But they have another kind of machine which can do a great deal more damage. It is called a Gotha. It is a very quick-flying airplane. * * *

They come up the Thames Valley, where there are many things they would like to destroy—Woolwich Arsenal, for instance, with its twenty-mile circumference of war activity.

But they have never once got what they could call an objective of military importance. Neither have they found any of our splendid buildings in London, our historic monuments, the Parliament buildings and the like. They have succeeded only in destroying a great quantity of small property and killing poor people who never did them any harm. * * *

I am so tired of telling this story of how my own house was destroyed. * * *

What happened to me that night, and to a number of other people, is the sort of thing that is happening all the time in our country in the war zone, which is increasing in size

every day. They are building more airships and they are going farther and farther into the interior. We don't talk very much about it. This is such a stupendous thing. We just don't think about our own possessions. Why, we don't seem to belong to ourselves any more. You can always get another house, you know, but there is only one country. After all, for the things that alone make life worth living there is no sacrifice too great. You are willing to give, and give again—to give life itself if only it will help in winning the victory. * * *

A good many of us who are old fashioned have been troubled about what is going to be the future of the homes over which these women who have been dedicating themselves to strange unwomanly work would preside; and I asked Miss Barker what effect it was likely to have on the homes to be established by and by. There was no hesitation about her answer. "Every one of them will be glad to creep back to their firesides. There will be better homes because of the wider vision. The men will have to be worthy of them. I tell the women, too, that they will have to be worthy of the men when they come back." So out of this war there may arise something finer and more beautiful in our family life than anything we have ever experienced yet. * * *

And now the eyes of the whole world of humanity, of those who have been through the Gethsemane of these terrible years—all eyes are turned on you. I wonder if you realise the solemnity of this high honor, if you know the greatness of your own destiny. * * *

Out of a heart that is strained almost to the breaking point, I beg you, please, please wake to the fact that the whole world has its eyes turned in travail and in sorrow, but also in hope and in confidence, to these shores and to the flag which has stood so long for liberty and freedom. Please God, the flags that are united in this great conflict shall never be disunited, and the great union of English-speaking peoples shall secure and safeguard the future for our children and our children's children.

War-Time Wallops

If King George cries out to "kill the umpire" at the Fourth of July baseball game in London, the Americanisation of England may be said to have assumed the proportions of a drive.—*New York World*.

If a U-boat has been over here two months, as the captain is reported to have said, how did one of the men on board happen to have a German illustrated paper dated April 21?—*Boston Globe*.

One thing that illustrates the quality of the reputation which Germany has earned in the civilised world is that when a German submarine captain doesn't stab a helpless prisoner in the stomach, or at least spit in his face, he is universally regarded as very humane.—*Columbus Ohio State Journal*.

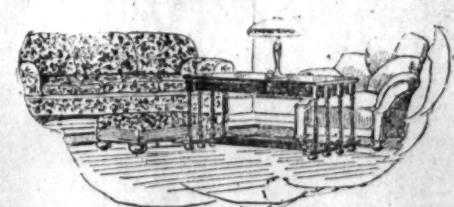
U. S. will trust to not to sink hospital vessels—will send the *Comfort* through U-boat zone without armed convoy.—*Headline*. Bombs kill nurses and men in German raid on hospitals—enemy fliers deliberately drop flares to identify Red-Cross buildings before throwing down their missiles on wounded—Another headline in the same page of the same paper.—*New York Evening Sun*.

We don't suppose the thing, as President Wilson calls it, really has the ghost of an idea that this performance off our Atlantic coast is going to do a particle of good, *per se*, as we say in Ohio, but doubtless the idea is that it will serve to make the parsnip soup go down a little more easily at home for a while.—*Columbus Ohio State Journal*.

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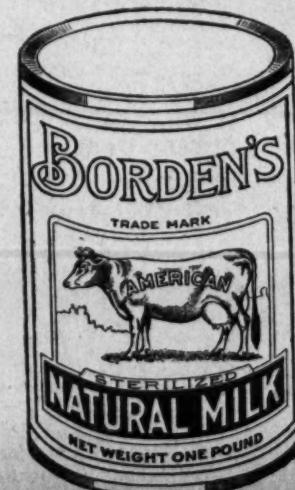
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AMERICANS USING NEW WAR METHODS

Get Their Information By Stalking German Sentries In Indian Style

AVOID NEEDLESS BARRAGES

Isolated Germans Are Captured If Possible, Or Their Bodies Are Brought In

By Edwin L. James

With the American Army on the Marne, June 15.—Tacked on the wall of every army headquarters is a map showing the location of enemy divisions. These locations are constantly changing; and this is kept on German units from day to day. This is done by capture of prisoners or by bringing in bodies.

The English method of making identifications is by laying down a heavy barrage, cutting off the Germans, and then going over and taking them. The French method is generally by a heavy raiding party going into the enemy positions and fighting its way back with prisoners. The Americans have a method all their own, which obviates the use of barrage and does away with costly flights. It is borrowed from Indian warfare, and consists of stalking German sentries and listening-in parties in No Man's Land, and bringing in the needed prisoners.

Lieutenant William Zwicky today received a letter of commendation from his General for an exploit last night in identifying a German division before the American division. The information which Zwicky gained was most valuable. He told me this morning to tell me how it was done.

With five privates, one Sergeant, and one Corporal, Zwicky left the American line and crawled through No Man's Land, along the edge of a wood, until 100 yards away from them a scene met his eyes. Two Germans were talking German. Then he crawled up to them. He was twelve yards from the enemy. The Lieutenant ordered his men to lie in the grass queue, until ready for, and with the Corporal went around behind the Germans. They lay down away from them and saw two sentries, fully armed, lie took one side of the path, the Corporal the other; and they crawled toward the Germans.

When he was five yards away a twig cracked under Zwicky's foot. The Germans heard it and cried. Lieutenant Zwicky, by calling out and shouting, surrendered. The Germans soon opened rifle fire. Zwicky fell, as wounded; but in falling he pulled his automatic and poured a whole clip into the body of one German who was shooting at him.

Meanwhile the Corporal had killed one German. The other, T. E. Zwicky, had all the marks of identification cut from the uniform, but the other German's body contained the information needed.

The Americans started back, dragging the body, which was over six feet tall, weighing 180 pounds. In his report Zwicky said the body was in no condition to be handled, so they stripped it of identifications and returned safely to the American lines, two hours and a half after leaving them.

This is one instance of the method generally used by our soldiers to obtain German identification, and an instance also of the great personal bravery which our men are called to show in the performance of their routine duties.

The American soldiers have an innate spirit of fair play, and as a rule treat captives unusually well. But the enemy recently paid heavily in several instances for barbarity toward our men.

Only the other day forty-four Germans, including an officer, were captured by a detail of our men commanded by a Lieutenant. After crying "Kamerad!" "Kamerad!" and surrendering under the rules of war, when the Lieutenant's men approached, the German officer and two men hurled stick grenades, known as "potato masher," at the Lieutenant, missing him, but killing three of the Americans. An American machine gun opened a treacherous fire, and all the patients who could be moved were placed under the beds

Takes American Aero Unit To Italian Front



Captain La Guardia, the American Congressman, who has been in Italy some time, has taken the first American Escadrille to the Italian front for active duty. Other contingents of American aviators trained in Italy will shortly follow the first unit to the front.

AUSTRALIAN ACE FELL 10,000 FEET

Rigby Lost Consciousness At 16,000 Feet, But Saved Himself In Last 6,000

New York, June 17.—One of the youngest officers in the British Air Service to receive the Military Cross for valor is Captain H. A. Rigby of Melbourne, Australia, who arrived here yesterday on his way home for six months' rest after two years' flying in France. He will be 21 in November and has six German fighting machines "crashed" to the ground—which is the official phrase—two driven down out of control and

one driven down out of control and

It's a Burning Shame

that more houses are not insured before a fire occurs.

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one observation balloon destroyed to his credit.

All these victories were won after the first big offensive began in the Amiens-Arras sector, and when on May 18 he lost consciousness at an altitude of 16,000 feet the army doctors said it was time he had a rest.

In his two years' service Captain Rigby tested thirty-five different types of airplanes.

In an interview yesterday with a reporter Captain Rigby said:

"The American fliers whom I met in the British and French service on the front showed themselves to be first-class fliers and good fighters. When they get a number of their new machines over in France the American aviators will prove themselves. I am sure, the equals of any of our men. They have the dash and nerve of the colonial fliers in the British air service. For all-round, good, steady work the English aviators take a lot of beating, and can always be relied upon. They do not usually try to do stunts, like the colonials."

"The French aviators work differently from the British. We believe

in flying in close formation and attack the enemy alone when they are in force, while the French go alone and dive through the Hun squadrons, hoping to get one of the enemy on the way. Their Spads cannot be touched for diving, which gives them the drop on the Huns."

"The Germans are chicken-hearted in the air, and during the whole time I was in France I did not see more than ten of their machines show fight when attacked. In one instance there were eight Hun triplanes which we do like, by the way, because they can turn so quickly—trying to get one of our scouting machines. I went to assist our chap in a S.E. 5, and six of the triplanes left for home. The one which was shooting at the scout machine finally quit, and I found myself racing at a 125-mile gait alongside the remaining Hun. We were not thirty yards apart, and neither of us could get a chance to use the guns. He could not drop astern to shoot at me because our chap was following us up. After this had lasted about three minutes the German waved his hand to me and then sailed off for home."

"Richterhofen was shot down by a Lewis gun in an Australian R. E. 8 but the victory was claimed by a naval 'camel.' The R. E. 8 is a slow machine that carries a Vickers gun in front and a Lewis gun at the back."

"He was tackled by Richterhofen and returned the fire, which evidently disabled the Hun aviator. The 'camel' saw the fight going on and came to the rescue, but he did not bring Richterhofen down."

"When I was in the hospital at the coast there was a German aviator in the next bed who had been brought down by one of our chaps and had his leg broken in three places. The surgeons saved the leg for him which made him very grateful. He said that if he had fallen inside his own lines the German doctors would have taken off the leg to save trouble."

"The worst two hours I spent at the front was in the hospital on the night of May 19, when it was bombed by the Huns. At that time following my going to sleep or fainting in my machine, my nerves were not in good shape. About 11 o'clock we heard the first guns and realized what was happening. The nurses behaved like heroines. They came into the wards with electric torches, and all the patients who could be moved were placed under the beds

with rugs so that the shrapnel could not hit them. The Huns used 25-pound bombs, which we call the 'touch-and-run,' because they explode at the slightest contact. Many of them exploded coming through the corrugated iron roof of the hospital. The shrapnel fell like rain, and there were over 400 casualties. Two of the Hun nurses were killed and two others seriously wounded. I saw eleven of the patients on the floor who had been killed outright."

"From the 25th of March we were kept busy along the Arras-Bapaume Road, flying low and using our machine guns on the enemy, who was massed along the roads in all directions."

"It was a curious sight for us to swoop down from the clouds on the Huns where they were halted at some of the cross roads with their transport wagons and artillery. Directly the shots of our machine guns began to mow them down there was a stampede, and the confusion was always added to by their horses becoming unmanageable."

"Of his own fall in May 16, Captain Rigby said that it was due to exhaustion. He was flying at about 16,000 feet when he lost consciousness, which he recovered for a second or so at 10,000 feet. He realized that he was falling, but was powerless to do anything. At 6,000 feet he recovered sufficiently to make the ground safely."

"His father, E. J. Rigby, came here for the Emergency Shipping Board some weeks ago as an authority on the welding of ships, accompanied by his wife and daughter. They will be here for some time, but the son must take his leave in Australia."

"It is reported that Mr. Harkov's (the American fur dealer at Mukden) has been appointed American Vice-Consul and attached to the American Consulate-General at Mukden."

An Eastern News Agency telegram from Tokio, says: Negotiations are progressing favorably for the organization of a Russo-Japanese Bank, which is being promoted by Mr. Karachi, of the Sino-Japanese Industrial Development Co.

The Sikhs of Malaya, through the Khal-i-Dilwan Ma'aya (the Sikh Association of Malaya), have petitioned the Government asking that steps may be taken to prohibit the sale of intoxicating liquor to members of their community.

Japan papers reported some time ago the fall of the Club Concordia, Kobe, to Mr. Kuhara Fugenosuke the well-known Copper King of Japan (not to speak of his various other sources of wealth). Official sanction of his sale has now been given. It

is reported that both stocks and currency today: they are obtainable from chemists everywhere, also post office, one bottle for \$1.50 (6 for \$8.00) from the China Office of the Dr. Williams' Medicine Co., 96 Sze-huen Road, Shanghai.



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FOE OF WAR CALLED TO POWER IN SOFIA

Malinoff, Who Protested German Alliance, Is Summoned To Form New Cabinet

EX-PREMIER HORSEWHIPPED

Radoslavoff Denounced As Kaiser's Tool—Crisis Causes Fall In German Stocks

Amsterdam, June 19.—M. Malinoff, former Premier and Minister of Foreign Affairs, has been asked by King Ferdinand of Bulgaria to form a Cabinet to succeed the one headed by M. Radoslavoff, which resigned this week.

Commenting on the selection of M. Malinoff, the German paper point out that he was originally a strong supporter of Russia, but regard it as hardly probable that he cherishes such inclinations after the events of the last year or two. The Kreuz Zeitung adds:

"Nevertheless, we will not conceal the fact that it is regrettable for Germany that there should be a change in the Bulgarian Ministry."

The paper finds comfort in the "loyalty of King Ferdinand, who is accustomed to hold the threads of the foreign policy in his own hands."

According to Germany of Berlin the food situation in Bulgaria brought about Premier Radoslavoff's resignation.

The food problem in that country, the newspaper adds, is becoming increasingly difficult. Its supplies are entirely exhausted and the nation is asking advances of grain to cover the time until next harvest. The Central Powers, Germany says, cannot give Bulgaria this aid to the extent desired.

London, June 19.—The resignation of the Bulgarian Cabinet caused a sharp decline on the Berlin and Frankfort stock exchanges, says an Amsterdam despatch to The Morning Post.

While the German newspapers say that the resignation of the Radoslavoff Ministry will not affect the Bulgarian foreign policy, uneasiness is felt in Germany, as it is clear that strong differences exist in Bulgaria.

M. Malinoff, who has been summoned to form a new Bulgarian Cabinet, has been prominent in political circles in Sofia for some years. He is the leader of the Bulgarian Democratic Party and became Premier on July 17, 1913, succeeding M. Danoff.

He failed to form a new Cabinet, however, and became a leader of the Opposition Party. On Sept. 24, 1915, he was one of a committee which protested against "the adventurous policy of throwing Bulgaria into the arms of Germany and attacking Servia." The committee warned King Ferdinand against becoming an ally of Germany, stating that this was contrary to popular sentiment and the interests of Bulgaria. It protested solemnly against the policy of making common cause with Germany against Russia, which they said was Bulgaria's friend and liberator.

In October, 1915, shortly before Bulgaria entered the war, M. Malinoff was designated as spokesman of the Opposition party to treat with the Minister of the Entente Powers in the hope that war might be averted.

Upset A Shock To Berlin

London, June 19.—A despatch to The Daily Express from Amsterdam says that according to reports which reached The Hague today the resignation of Premier Radoslavoff of Bulgaria comes as an unpleasant surprise to Berlin, although the German newspapers have been ordered to say the contrary. The resignation is not the outcome of any difficulty between the King and the Prime Minister, but of the growing discontent of the Bulgarian people, who are, after the Austrians, the most wretched people in the world.

Ever since Radoslavoff's return from Bucharest, popular feeling has increased against him. One popular grievance against his administration was that he had plunged Bulgaria into endless misery without even taking advantage of a present opportunity to make sure of the whole of the Dobrudja. The opposition campaign against Radoslavoff had as its watchword that the Prime Minister was a mere instrument in the hands of the Kaiser.

Radoslavoff was recently horsewhipped in the Sofia streets and did not dare leave his home without escort.

What will happen in Sofia is naturally a question of great importance for Germany, where nobody seems to be sure that things will remain as they were. The Frankfurter Zeitung's Berlin correspondent openly threatens King Ferdinand.

"We hope," he says, "that Bulgaria will remember that the policy inaugurated by the King and Radoslavoff healed the wounds of the 1913 war and brought Bulgaria success after success. Any change in this tested alliance would only endanger Bulgaria's conquests."

U. S. Marines Establish Club In France



United States Marines in France are shown hanging a placard over the entrance of their new club, with the aid of American Red Cross workers.

Peking Day By Day

Run On Government Banks

Alarmed by certain rumors circulated by interested parties the holders of the banknotes issued by the Tientsin and Kalgan notes of the Bank of China and Bank of Communications.

The run on the Chun Hua Mou, outside Chienmen, was so great on Saturday afternoon, that the traffic was interfered with and the police had to be called in to regulate the movements of the noteholders. Owing to the limited capacity of some of the small exchange shops it was not considered advisable to store too much silver in these places so all the business of cashing the notes was transferred to the Chun Hua Mou. On Sunday morning when the noteholders went to this exchange shop to cash their notes they were amazed to find that

In Peking also a run was made upon certain exchange shops which had

been acting as agents for cashing the Tientsin and Kalgan notes of the Bank of China and Bank of Communications.

and over the walls were huge notices to the effect that Tientsin and Kalgan notes of the Bank of China and Bank of Communications would be cashed at par in any quantity. A few people sheepishly cashed their notes, but after awhile confidence was restored and practically no business was done.

Exchange Of Compliments

From President Feng to President Wilson:

The full text of Your Excellency's speech so eloquently delivered at Mount Vernon on Independence Day has been telegraphed to me by Minister Koo. On behalf of my Government and the people of China, I hasten to offer Your Excellency my hearty congratulations upon the impression you have made in every mind that the American Independence Day consecrates the freedom of not only one people but of all mankind. The four principles emphasised by Your Excellency represent the aspirations of the Chinese people towards an effective and lasting peace for the whole world.

Therefore I take this opportunity to

express my wholehearted concurrence with Your Excellency's views and confidently hope that they will be completely and successfully realised in the very near future.

From President Wilson to President Feng:

Your Excellency's generous message to me concerning my speech at Mount Vernon on Independence Day has given peculiar gratification. I am sure I need not tell you how genuine and constant the friendship of the people of the United States is for China or how anxious the Government of the United States is to find every means of manifesting that friendship. It is therefore with a very deep and genuine pleasure that I receive from you this message of friendship and concurrence of aim.

Reinforcing The Front

General Tsao Kun, High Commissioner of the Four Provinces, has telegraphed to the Central Government stating that as the forces at the fronts are too weak to make progress against the rebels, he has ordered the brigade under the command of General Chang at Taming to proceed to the front, and General Wu of Tungchow to proceed with his brigade to Taming to do the work

of the suppression of "tufei" there. The former's work at the front will be the suppression of "tufei," who have been all the time trying to attack against the rebels.

At a military conference held in the Ministry of War July 21 it was decided that a Chinese force should be held ready for despatch to Vladivostok in conjunction with the Allied expedition.

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Letters From The Front To The Folks At Home

Sgt. Eddie Parker has been back to us, no worse for the experience. In the midst of the fighting with the troops of the Crown Prince, he declares the Bavarians fight like tigers, but are just as easy to kill as the Germans, and can run like deer when they are crowded. In a letter to his father, W. H. Parker, of Tyler, Texas, which is printed in the Tyler Courier-Times, the Lieutenant writes under date "Big Battle Front, Somewhere in France," May 16:

I am writing you a few lines, during a little lull, to let you know I am still alive, and fighting the Boches.

Where I am now writing is in a dugout we smoked the Boches from. My furniture consists of one blanket with a little oat straw under it, and the bombardment is so intense that it fairly shakes the whole earth, and trembles in the sides and top of my house, which is about the size of a goods box. I can lay down in it, but can't stand up.

I am at present snatching a few minutes' rest. You see I have been in battle for seven days and have not had my shoes off nor my face and hands washed, and we are certainly a dirty, motley-looking bunch of boys.

"I tell you this battle sounds like a thousand boiler-shops in operation all at once. You can't imagine half the thrilling feats that are occurring—every minute. I am right in the midst of it and can see more acts of bravery than I could ever mention. In fact, I didn't know any army of men from any nation could fight like these American boys do. They fight so fast that the Boches don't have time to recover their senses after the first shock till we are on them and have them on the run, either from machine-gun fire or the cold steel of bayonets. That is the most exciting fighting in the world. Every time you bayonet one of the Germans he squalls and whines like a wild cat. But they usually throw down their guns and yell, 'Kamerad, Kamerad,' which means comrade. But when they surrender they seem glad of it and will tell most anything or give any information they know for myself."

I captured a minor officer myself in this battle. He was very sullen and would not say a word for a long time, but after quite a lot of persuading and coaxing he opened up. Then he told all he knew and then some besides.

We are fighting the Bavarian division, which are the crack troops of the German Crown Prince. They fight like tigers all right, but they look like the rest of the Boches to us, just as easily killed, and can run like deer when we crowd them.

They are very cunning rascals and do everything they can to deceive us. For instance, one day this week we saw a regiment advancing toward us on our front dressed in the French uniform trying to flank us, coming through a field of wheat, and we knew no French were in that part of the lines. Our officers ordered us to get them and our machine-guns and rifle-fire were turned on them, and I am sure not one-tenth of them got away. We simply cleaned up the whole bunch. The wire entanglements we ran them through were hanging full, like fish in a net, only they were all dead. To show how fast our boys shot them, I helped strip a dead German after this particular frolic and he had thirty-six machine-gun wounds that made him look like a pepper-box. I bet they never try that stunt on us again.

Just a few days ago a man from my company was eating his dinner and a bunch of Boches slipped up and gunned on him, like a hawk, and carried him off to their lines. While the bunch of captors were arguing over their disposition of him, he spied two hand-contact bombs, and acting quickly he grabbed them and threw them into the bunch of his captors. During the confusion following the explosion he jumped out of the German trenches and beat it

least worried about his state. But to go on.

We got aboard about 8 a.m. a week ago Thursday, and were personally conducted by little old English kiddies to our each and respective cribs. They have the holds fixed up with bunks. These bunks are thicker than the regular steerage bunks. They have the makeshift dining-rooms, and the ceilings of them are fixed with heavy beams with hooks in them. Hammocks are hung from these beams and your third-born was lucky enough to draw a hammock. I say lucky and I mean it, 'cause a hammock is clean. The ventilation is very poor, but other than that everything is lovely, and the mob soon made the best of it, and now we're all happy as though we had real good sense.

It was a funny sensation to see the land drifting away. After we were a good way from the harbor they allowed us up on the main deck. We have the run of that deck and so started the journey. The one thing that impressed me that was a war going on was the ship's crew. It is composed principally of old men and little boys. The sure nuff able-bodied men who do the heavy work in the English Navy. Have three gun crews aboard, and for the past two days one crew has been at the little old gals on the stern of the boat all the time.

The little English kiddies are a scream. Could hardly understand them, their lingo is so funny. I can now all right. Most of them are supporting their families while their older brothers and fathers are in the service. When one has the idea that England hasn't been furnishing her share of men I think they will change their minds if they saw what has been seen. They draft the boys when they are eighteen years of age. It's a cinch the folks at home don't know about this war one-tenth as much as you feel it by merely getting on a ship manned as this one is.

This trip has firmly advanced my belief that the old State of Kansas is about as good as any place to live, and also it bears out my previously expressed sentiments regarding New York. Guess we are the melting-pot all right, but by the time they get as far west as we are they are pretty well molded into the finished product.

I am sending you some violets I picked off the battle-field from where we made the Germans turn turtle. They were up under the side of a shell crater.

I understand our division is to receive the French decoration for bravery and gallantry in battle. I don't know how brave I am, but I have been into some of the closest places in the world and had to swallow twice to keep my heart out of my mouth.

The great need of letters from home is emphasized by the Lieutenant, who says:

I sure wish I could hear from home more. I very seldom ever get a letter and you have no idea how a letter from home cheers one up. You write me once a week I know, but they don't reach me as they should.

I am awfully home-sick to see you all. I think of you every day, and especially I never go into a scrap that I don't think of you folks at home and curse the Germans.

But if I ever get back home at all it will be after we have finished this job over here, and I want to stay and see it well done. You can stake your life that we are surely whipping them.

When our full force gets over, then is when the big show will be pulled off.

Charles Carpenter, of Coffeyville, Kan., who is serving in Company M, 137th Infantry, is "Somewhere in France" by now. In a letter to his parents, which is printed in the Coffeyville Journal, he writes interestingly of his trip across:

Dangerous Zonibus Atlantic Brook, May 5, 1918.

Dear Mumie:

We've been on this old boat since a week ago Thursday and it's Saturday now. I guess I guessed the right date.

Daddy knows about first, second, third, and steerage on a boat. Well, we are traveling about class thirty-three. This is a passenger and mail-boat. It isn't exactly a brand new affair, but it is in the first grade of the older boats. It is a monster all right. Is the largest one in our little caravan. Has made more trips and has carried more troops than any other vessel in this particular line. The crew says that there is a price not only on the boat but on her commander. That gentleman looks like the kind of ship's commander you read about. Kinda fat and a real heavy mustache and goatee. He doesn't seem in the

duct, and you can excuse me from the raw ore bin of New York.

The third day out the wind began to blow. By noon it was a pretty strong breeze, and by night the old ocean was making the old boat do a fancy jolly-roll. It is fascinating if you don't get seasick. Some of the poor kids had to anchor their bobbin shoes to keep them from leaving with the rest of their belongings, but they finally got over it. Old storm lasted three days. It was right at the time I was getting out the pay and muster-rolls, so I kept repeating "error-error" and I camped in flying colors. Except that the fish they feed one is boiled and the English mode of cooking is sadly different from our own, I have been faring fine.

The steamship's engine-rooms and general internal equipment were a source of great wonder to this lad from the West, and he remarks, after a description of "the plumbing," as he terms the network of steam-pipes: "Should think it would keep a crew of plumbers busy in the wintertime repairing frozen pipes." On the second day out the life-boat drills began, and he writes:

They think a little old life-boat is an excursion steamer, from the number of people they put in one. I traded my place in a boat for a raft. If we're going to be torpedoed and sunk, it is just as well to get a real sensation and be a real sport as a half-way one, and if you could see a raft and the size of the waves when the wind blows you'd agree that a raft will be real sport. Anyway, a raft won't turn over and sink. There are nine guys on each raft. We are required to wear life-belts and carry our canteens filled with water at all times.

There are a whole mess of Red Cross nurses and "Hello" (telephone) girls on board. Didn't know they needed so many "Hello" girls on the other side. They all travel in first class. There are also about three hundred civilian passengers. We never get to see them excepting at boat drills. This is being an experience that I wouldn't have missed for a penny, but it is an experience that will be appreciated heaps more when I'm telling you about it a few years hence than it is right now.

Another thing: If I come through

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SHANGHAI, 37 CANTON ROAD

the Hotel Petrograd, which was England and evidently having a hard time to get here.

We have had several air-raids during the month, only one of which amounted to much. However, the arrival of a contingent of "Hello" girls:

The biggest influx of guests since the hotel opened comes with the first unit of American telephone girls—thirty-three of them, in their navy-blue uniforms. They were expected daily for two weeks before they arrived, coming by way of

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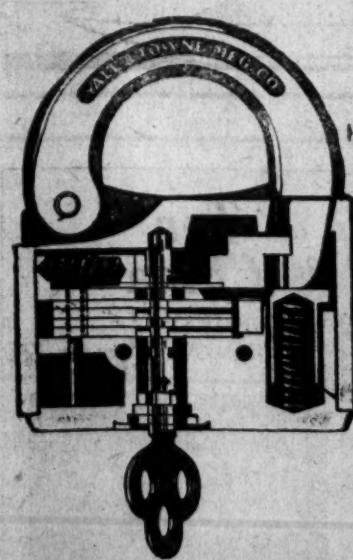
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Hongkong Market

Messrs. Moxon and Taylor write as follows in their report for week ending July 19:

Our market continues to show great strength, and a large volume of business has resulted, the continued easiness of money being largely responsible for this state of affairs.

Shanghai after a slight weakness in the beginning of the week has again strengthened. Shanghai Docks in particular showing a very sensational rise from Tls. 126½ to Tls. 146 for cash and Tls. 149 for September.

Banks—Hongkong Banks are in strong demand at \$610.

Marine Insurance—Cantons could be placed at \$325, North China at Tls. 125, Yangtze at \$192 and Union at \$810.

Fire Insurance—China Fires are wanted at \$136 and Hongkong Fires at \$325.

Shipping—Doughlases continue in strong demand, a small business being done at \$75 for cash and \$78 and \$79 for September. Steamboats vary between \$19½ and \$20 with a small business passing at these rates. Star Ferries have come to business at \$24 and \$25. Preferred Indos are wanted at \$30 and Deferred Indos at \$143. Shells have advanced to 142½ business done.

Refineries—China Sugars have strengthened slightly and \$84½ is freely offered with no shares coming out at the rate. Malabons are firm at \$32.

Oils and Mining—Rauhs have changed hands at \$2.90 and Urals at 17½. Trenohs are wanted at 36½ and Kailans at 47. Langkats have advanced to a buying rate of Tls. 14.

Docks, Wharves and Godowns—Kowloon Wharves weakened from \$9½ to \$90 and a fair business has also been done at \$83½. Hongkong Docks have had a very sensational rise from \$124½ to \$131 for cash with \$138½ done for September. Shanghai Docks as above recorded, have advanced rapidly from Tls. 126½ to Tls. 145 for cash with Tls. 149 done for September, following on the declaration of a Tls. 14 dividend.

Lands, Hotels and Buildings—Centrals at \$92, Hotels at \$93 and Lands at \$92 are all in strong demand. Humphreys have advanced to \$62 and Kowloon Lands to \$30. West Points have buyers at \$74.

Electric Companies—Hongkong Electrics have been buyers at \$61. Trans at \$6.70 have changed hands and China Lights are wanted at the increased rate of \$5.

Miscellaneous—China Borneos are wanted at \$9 and Dairy Farms at \$27½. Ropes have buyers at \$28. Providents have been done at \$7½ and Cements at \$7.10 and \$7.15 for cash. Powells are in request at \$8.30 and Waterboats at \$12.

Exchange—The Demand rate on London is \$8½ and the T.T. selling rate on Shanghai is 68½.

Share Market

In their report for week ending July 25, Messrs. J. P. Bisset and Co. write as follows:

A fair volume of business has been done on the Exchange during the past week. Generally speaking the tone of the market has remained firm. Shanghai Docks were slightly easier, closing at Tls. 139 cash. Amongst Cottons, Kungyiks hardened to Tls. 15½ and Orientals to Tls. 42. Other cottons remain firm at about last week's prices. Langkats remain steady at Tls. 16 to Tls. 16½. Far Eastern Insurance improved to Tls. 25 buyers, and all other Insurance stocks are in request at quoted rates. There has been rather more inquiry for rubbers, but buyers are not inclined to pay more than bar-gain prices.

Silk Market

Messrs. William Little and Co. write as follows in their report for week ending July 26.

White Silk—The market continues to rule very quiet.

Taitees—Choy Kiling Tls. 465. Red Kiling Tls. 460.

Taitees Filatures—S S Mars. 1. Tls. 600. Kung Kee Mars. 1. Tls. 580.

Taitees New Style—Gold Stork 1, 2. Tls. 620 av. Gold Phoenix Ex. 1, Tls. 620 av.

Yellow Silk—Mienyang S. T. 1, 2, 3. Tls. 435 av. C. K. 1, 2, 3. Tls. 435 av.

A Provisional Government In Vladivostok

(Continued from Page 10)

could very soon join hands with these troops, and the whole of Siberia would be in the hands of the new Government. And Siberia would be a splendid base for operations in the other parts of Russia where, of course, conditions similar to those in Siberia also exist.

It is said sometimes that the sending of Allied troops to Russia will push Bolshevik Russia into the embrace of Germany. But is it possible that Russia should be subjected still more to the rule of Germany's mailed fist than has already been done by the Bolsheviks when they destroyed the sources of Russia's national strength? Moreover, it is a fact that the Murman railroad in the north is guarded by the French and the British troops, and yet no one would say that this was even a remote cause of Germany's domination in Russia.

A struggle against both the Bolsheviks and the Germans is inevitable in Russia. Russia cannot be reborn unless this struggle takes place. Only after passing through the fire of such a struggle can Russia again become unified, free, and powerful. And in order to make this struggle possible, it is necessary not only to re-create the Russian front, but also to bring into existence the governmental center that would direct and organise this front. The creation of such a front seems entirely possible. Its establishment opens the widest outlook. It will undoubtedly force the Germans to bring a part of their troops from the west back to the east. And if, with a concentration of all their forces in the west, the Germans have been unable to force a victory, what will they be able to do when a part of those troops will have to go back to the east?

But the establishment of the front

is impossible without the re-establishment of the Provisional Government. There are enough Russian statesmen already abroad who had taken more or less active part in the work of the Provisional Government to go to Vladivostok and realise a plan of this kind. In the meantime, they can enter into the necessary negotiations with the Allied Governments and, once in Siberia, gather around themselves those of the Russian leaders who are still in the east and in the west.

The German "woodcutter" is working post-haste in his efforts to destroy the tree of Russia's State. Splinters of this former mighty tree are flying to all sides. But it is still possible to save the giant from complete destruction. If only action is taken quickly and energetically.

This is indeed the time for a struggle for Russia. If Russia is saved for civilisation, it will be easier for the whole world to struggle for the triumph of the idea of democracy; it would bring nearer the hour of that triumph.

And in order to achieve this it is necessary to create in Russia conditions in which the people of Russia could rally again around the watchwords of the great Russian revolution that had pronounced the sovereign will of the united Russian people the supreme governmental authority: the Constituent Assembly, the channel through which that will can be expressed, and the Provisional Government, the temporary executive of that authority.

Those principles must be restored to their estate for only then can Russia be saved and the whole world relieved of the horrible danger that threatens it through the consumption of the Russian tragedy.

And so far as the Allies are concerned, I should urge, as an immediate step, the creation of an Allied Commission for Russian

affairs, which ought to sit in Washington and in whose hands would be concentrated all the facilities for working out the policies concerning Russia. In close co-operation with the reconstructed government of Russia, such a commission could be highly instrumental in co-ordinating the efforts of the Allies in their consumption of the German defeat through a simultaneous attack in the east and in the west.

Shipping Items

The I.C. ss. Loongwo left Hankow for Shanghai on Thursday.

The C. N. ss. Luensi left Hankow for Shanghai on Friday.

The N.Y.K. ss. Shiangshu Maru left Hankow for Shanghai on Friday.

The C. N. ss. Kiangshu left Hankow for Shanghai yesterday.

The N.Y.K. Tachan Maru left Hankow for Shanghai yesterday.

The I.C. ss. Luensi will leave Hankow for Shanghai today.

The C. N. ss. Yingchow will leave Hongkong for Shanghai today.

The C. N. ss. Shengkang will leave Tientsin for Chefoo, Weihaiwei and Shanghai today.

The K.M.A. ss. Upolu (Chartered) left Chinwangtao for Shanghai on Thursday.

The I.C. ss. Suivo will leave Hankow for Shanghai tomorrow.

The C. N. ss. Chungking will leave Hankow for Shanghai tomorrow.

The N.K.K. ss. Tafto Maru will leave Hankow for Shanghai tomorrow.

The C. N. ss. Tungchow left Tientsin for Chefoo, Weihaiwei and Shanghai on Thursday.

Men-of-War In Port

| Section | Date | From | Name | Flag and Rating | Tons | Guage | Man | Commander |
|---------|---------|---------|-------------|-----------------|------|-------|-----|-----------|
| ODW | APR. 19 | Hankow | D de Lague | Fr g.b. | | | | |
| | JUNE 9 | | Gnat | Br.g.b. | | | | |
| SD | JUNE 10 | Cruises | Monocacy | Am g.b. | 196 | | | |
| WTW | OCT. 27 | Yunnan | Nightingale | Br.g.b. | | | | |
| OD | MAY 29 | Cruises | Yates | Br.g.b. | 196 | | | |
| SD | JUNE 11 | Cruises | Tobal | Br.g.b. | 196 | | | |
| VTWDW | MAY 13 | Cruises | Tobal | Jap. g.b. | 196 | | | |
| | MAY 16 | Cruises | Woodlark | Br.g.b. | 196 | | | |



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THE CHINA PRESS MAIL SCHEDULE

SUNDAY, JULY 28, 1918

| Date and Destination | Per | Chi. | Br. | USA | Ros. | Jap. | Rss. |
|---------------------------------|-----|------|-----|-----|------|------|------|
| Today | | | | | | | |
| Sagasaki | | | | | | | |
| Wainawel, Chefoo & Tientsin | | | | | | | |
| Swatow | | | | | | | |
| River Ports | | | | | | | |
| Manila direct | | | | | | | |
| Japan, Canada, U.S. & Europe | | | | | | | |
| Feking and Tientsin (Every day) | | | | | | | |
| Tsin (Daily except Sunday) | | | | | | | |
| Tomorrow | | | | | | | |
| Hongkong | | | | | | | |
| Japan | | | | | | | |
| Nagasaki | | | | | | | |
| Hongkong and Canton | | | | | | | |
| River Ports | | | | | | | |
| Hankow | | | | | | | |
| Choofoo and Tientsin | | | | | | | |
| Foochow | | | | | | | |
| Formosa via Foochow | | | | | | | |
| Tuesday, July 30. | | | | | | | |
| Moynawel, Chefoo & Tientsin | | | | | | | |
| Japan Ports | | | | | | | |
| River Ports | | | | | | | |
| Tsinling & Dalny | | | | | | | |
| Wednesday, July 31. | | | | | | | |
| Swatow and Canton | | | | | | | |
| Avoy, Hongkong and Canton | | | | | | | |
| Thursday, August 1. | | | | | | | |
| Wainawel, Chefoo & Tientsin | | | | | | | |
| Hongkong | | | | | | | |

D Letters and boxes with declared value 7.30 p.m. Parcel post 4 p.m. and money orders noon.

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Curriculum: The Premedical School offers a three year course in the fundamental subjects which are prerequisite to the study of medicine.

The curriculum includes courses in mathematics, physics, chemistry, biology, English, Chinese and German.

The work in the second and third years is of the grade required in the first two years of the best American Universities. Student who completes the work of the Premedical School satisfactorily will be admitted to the first year of the Medical School without examination.

Medium of Instruction: All courses except those in Chinese language and literature are conducted in English.

Entrance Requirements: Admission to the Premedical School is by examination. To be eligible for the entrance examinations, a candidate must be a graduate of an approved Middle School, and must possess a good working knowledge of English, both oral and written.

Advanced Standing: Admission with advanced standing will be granted to candidates who present suitable credentials showing the completion of one or more years of work of collegiate grade and who pass satisfactory examinations in the subjects for which credit is desired.

Examinations: Examinations for entrance and for advanced standing will be held at Peking, Shanghai and Canton, June 18 to 23, and August 27 to 31, 1918.

Calendar: The first semester opens Tuesday, September 17, 1918, and closes January 31, 1919. The second semester opens February 11, 1919 and closes June 20, 1919.

The work of the Medical School will open in September, 1919.

Applications for admission to the entrance examinations and requests for further information should be addressed to

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Per C.M. s.s. Kiangwah from Han-

kow, etc: Mr. Madar, Misses Madar,

Sinclair, Watney and Desterie.

Per C.N. s.s. Tungting from Han-

kow: Mr. A. H. Ottwill.

Per C.N. s.s. Kaifong from Hong-

kong: Mr. and Mrs. Oldfield, Messrs.

R. A. Hayni, F. H. Bants, B. M.

Thomas, G. McCann, W. Hodan and S.

Stalnaby, Misses R. Henn and D. Dix-

derichsen.

Per C.M. s.s. Hasan from Foochow:

Messrs. H. Carbats, B. Housier and

Takawa.

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Yesterday's Prices

STOCK

Quotations
Closing

Banks
H. K. and S. B. ... 5365 B.
Chartered ... 271
Russia-Asiatic ... R. 358

Marine Insurances
Canton ... 8340 B.
North China ... 126 B.
Union of Canton ... 8760 B.
Yangtze ... 8200 B.
Far Eastern Ins. Co. Ltd ... Tls. 25 B.

Fire Insurances
China Fire ... 8136 B.
Hongkong Fire ... 8325 B.

Shipping
Indo-China Pref ... Tls. 140
China Def ... 142a. 6d. B.
"Shall" ... Tls. 25 B.
Shanghai Tug (o) ... Tls. 35 B.

Mining
Kaiping ... Tls. 10 B.
Oriental Cons ... 27a. 6d.
Philippine ... Tls. 6.88
Raub ... 32.80 B.

Docks
Hongkong Dock ... \$130 B.
Shanghai Dock ... Tls. 125 B.
New Eng. Works ... Tls. 22 B.

Wharves
Shanghai Wharf ... Tls. 73 B.
Hongkong Wharf ... \$88 1/2 B.

Lands and Hotels
Anglo French Land ... Tls. 69 1/2
China Land ... 50
Shanghai Land ... 70 B.
Weihaiwei Land ... 2 B.
Shanghai Hotels Ltd ... \$12 B.
China Realty (ord) ... Tls. 56
China Realty (pref) ... Tls. 56

Cottons Mills
E-wo ... Tls. 172 1/2 B.
E-wo Pref ... Tls. 97 1/2 B.
Lao-kung-mow ... 11 1/2 B.
Oriental ... 12 B.
Shanghai Cotton ... 62 B.
Kung Yik ... 147 1/2 B.
Yangtzeepoo ... 15.90
Yangtzeepoo Pref ... Tls. 90

Industrials
Butler Tile ... Tls. 22
China Sugar ... \$84 1/2 L.
Green Island ... 71.10 B.
Langkawi ... 16 B.
Major Bros ... 5.1
Watson ... 53.30 B.
Weeks ... 51 1/2 B.

Rubbers (Local)
Alma ... Tls. 7 1/2 B.
Amberst ... 6.90 B.
Anglo-Java ... 7.10 B.
Anglo-Dutch ... 2 1/2 B.
Ayer Tawah ... 11 B.
Batu Anam ... 11 B.
Bukit Toh Alang ... 0.40 B.
Chemor United ... 0.70 B.
Chempedak ... 0.90 B.
Cheng ... 7 1/2 B.
Consolidated ... 2 1/2 B.
Dominion ... 6 1/2 B.
Gula Kalimpong ... 0.50 B.
Java Cons'ated ... 5 B.
Kamunting ... 4 1/2 B.
Kapala ... 0.50 B.
Kapayang ... 27
Karan ... 4.60 B.
Kota Bahru ... 4.60 B.
Kroewoo Java ... 10 1/2 B.
Padang ... 10 1/2 B.
Pengkalan Durian ... 4 1/2 B.
Permatang ... 1 1/2 B.
Ropah ... 0.80 B.
Samagatas ... 0.70 B.
Seekee ... 6
Semambu ... 1.05
Senawang ... 7 1/2 B.
Shanghai Klebang ... 0.50 B.
Shanghai Malay ... 7
Shanghai Malay-pref ... 0.70
Shanghai Pahang ... 1.10 B.
Sungala ... 1.05
Sungei Duri ... 6 1/2 B.
Sun Manzi ... 3 B.
S'hal Kalantan ... 0.75
Shanghai Seremban ... 6.60 B.
Taiping ... 1 B.
Tahan Morah ... 0.85 B.
Tebong ... 15 B.
Uloibri ... 34
Zhangke ... 4 B.

Miscellaneous
C. L. and E. Lumber ... Tls. 140 B.
Culty Dairy ... 10 1/2 B.
Sh'ai Elec. and Asb ... 82
Shanghai Trams ... 66 S.
Shanghai Gas ... 23 1/2 B.
Horse Bazaar ... 33
Shanghai Mercury ... 56
Sh'ai Telephone ... 81 1/2 B.
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Passengers Arrived

Per C.M. s.s. Kiangwah from Han-

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Per C.N. s.s. Tungting from Han-

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Per C.N. s.s. Kaifong from Hong-

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R. A. Hayni, F. H. Bants, B. M.

Thomas, G. McCann, W. Hodan and S.

Stalnaby, Misses R. Henn and D. Dix-

derichsen.

Per C.M. s.s. Hasan from Foochow:

Messrs. H. Carbats, B. Housier and

Takawa.

Arrivals

GENERAL SHIPPING NEWS

Future Sailings

FOR AMERICA AND CANADA

| Set. Time | Destination | Ship's Name | Fring Agents |
|-----------|--------------------|--------------|-------------------|
| July 29 | Seattle, etc. | Katori Maru | Jap. N.Y.K. |
| July 31 | Tacoma & Seattle | Manila Maru | Jap. O.S.K. |
| Aug. 2 | Vancouver | Monteagle | Br. C.P.R. |
| Aug. 10 | San Francisco | Nanking | Am. C.M.S.S. Co. |
| Aug. 16 | Vancouver | Key West | Br. C.P.R. |
| Aug. 17 | Tacoma and Seattle | Korea Maru | Jap. T.K.K. |
| Aug. 17 | Seattle, etc. | Edmund Maru | Jap. P.M.S.S. Co. |
| Aug. 19 | San Francisco | Suwa Maru | Jap. T.K.K. |
| Sept. 3 | Seattle, etc. | Siberia Maru | Jap. O. S. K. |
| Sept. 3 | San Francisco | Africa Maru | Jap. T.K.K. |
| Sept. 14 | San Francisco | Tenyu Maru | Am. P.M. S.S. Co. |
| Sept. 14 | Vancouver | Colombia | Br. C.P.R. |
| Sept. 19 | Tacoma & Seattle | K. of Japan | Br. C.P.R. |
| Oct. 6 | Vancouver | Arabia Maru | Jap. O. S. K. |
| | | Monteagle | Br. C.P.R. |

FOR JAPAN PORTS

| July 30 | N'maki, Kobe, Y'hama | Tategami Maru | Jap. N.Y.K. |
|---------|-----------------------|----------------|-------------|
| July 31 | M'ojo, Kobe & Osaka | Chikusen Maru | Jap. N.Y.K. |
| Aug. 3 | M'ojo, Kobe & Osaka | Takeshima Maru | Jap. N.Y.K. |
| Aug. 6 | N'maki, Kobe & Y'hama | Yamashiro Maru | Jap. N.Y.K. |
| Aug. 6 | M'ojo, Kobe & Osaka | Rus. R.V.F. | |
| Aug. 7 | N'maki, Kobe & Y'hama | Chikugo Maru | Jap. N.Y.K. |
| Aug. 7 | M'ojo, Kobe & Osaka | Kumano | Jap. N.Y.K. |
| Aug. 10 | M'ojo, Kobe & Osaka | Omi Maru | Jap. N.Y.K. |
| Aug. 14 | Kobe | Inaba Maru | Jap. N.Y.K. |

FOR EUROPE, INDIA, STRAITS, ETC.

| Port Said | Eaan Maru | Jap. N.Y.K. |
|--------------|--------------|-------------|
| London, etc. | Kansawa Maru | Jap. N.Y.K. |
| London, etc. | Sado Maru | Jap. N.Y.K. |

FOR SOUTHERN PORTS

| July 23 | D.L. Swatow | Hollow | Br. B. & S. |
|---------|-------------------------------|--------------|-------------------|
| July 29 | 4.20 Ningpo | Hain Teking | Br. B. & S. |
| July 29 | 4.20 Ningpo | Hain Ninghao | Chi. N.S.N. Co. |
| July 29 | 2.20 Fuchow, K'lung, T'kao | Keeling Maru | Jap. O.S.K. |
| July 29 | D.L. Swatow | Kaifong | Br. B. & S. |
| July 30 | — Fuchow | Haean | Chi. C.M.S.N. Co. |
| July 30 | 8.30 Ningpo | Kuonkien | Br. B. & S. |
| July 30 | 8.30 Ningpo | Sungkiang | Br. B. & S. |
| July 30 | 8.30 Hongkong & Canton | Shingkiang | Br. B. & S. |
| Aug. 1 | 8.00* Amoy, Hongkong & Canton | Paotong | Br. B. & S. |
| Aug. 2 | 10.00 Hongkong & Canton | Korea Maru | Jap. T.K.K. |
| Aug. 3 | Hongkong | Siberia Maru | Jap. T.K.K. |
| Aug. 14 | Hongkong | Arabia Maru | Jap. O. S. K. |
| Aug. 19 | Manila & Singapore | Fushimi Maru | Jap. N.Y.K. |
| Aug. 24 | Hongkong | Colombia | Am. P.M.S.S. Co. |
| Aug. 28 | Hongkong & Singapore | Mexico Maru | Jap. O.S.K. |

FOR NORTHERN PORTS

| July 23 | Chefoo and T'sin | Hsinfing | Br. B. & S. |
|---------|-------------------------------|-------------|-------------------|
| July 28 | 10.00* W'wei Chefoo, T'sin | Shuntien | Br. B. & S. |
| July 28 | D.L. Weihaiwei, C'foo & T'sin | Kinglung | Br. J. M. & Co. |
| July 28 | — | Yokohama | Jap. D.K.R. |
| July 29 | Tientsin | Taito Maru | Jap. O. S. K. |
| July 30 | 3.30 W'wei, Chefoo, T'sin | Fengtien | Jap. S.M.R. |
| July 30 | 3.30 Taingtung, Dairen | Sakaki Maru | Chi. C.M.S.N. Co. |
| July 30 | — | Hainhaling | Br. B. & S. |
| July 30 | — | Shengkiang | Br. B. & S. |
| July 30 | — | Kohoku Maru | Jap. O. S. K. |
| Aug. 4 | — | Simbirsk | Rus. R.V.F. |

FOR RIVER PORTS

| July 28 | M.N. Hankow, etc. | Chl. C.M.S.N. Co. | Br. B. & S. |
|---------|-------------------|-------------------|-------------------|
| July 29 | M.N. Hankow, etc. | Tungting | Br. B. & S. |
| July 29 | M.N. Hankow, etc. | Kianzawah | Chi. C.M.S.N. Co. |
| July 29 | M.N. Hankow, etc. | Loongwo | Br. J. M. & Co. |
| July 29 | M.N. Hankow, etc. | Yohyang Maru | Jap. N.K.K. |
| July 29 | M.N. Hankow, etc. | Lung | Br. B. & S. |
| July 29 | M.N. Hankow, etc. | Poyang | Br. B. & S. |
| July 29 | M.N. Hankow, etc. | Siansyang Maru | Jap. N.K.K. |
| Aug. 4 | M.N. Hankow, etc. | Chungking | Br. B. & S. |

A.M. M.N.—MIDNIGHT. D.L.—DAYLIGHT.

Vessels Loading

For River Ports

HANKOW & PORTS.—The Str. Kiangyung, Capt. W. McIlwain, will leave on Sunday night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW & PORTS.—The China Navigation Co.'s Str. Tungting Capt. R. A. Watt, will leave from the French Bund on Monday, July 29, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield & Swire Agents French Bund Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Str. Kiangyung, Capt. John M. Arthur, will leave on Monday night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW & PORTS.—The China Navigation Co.'s Str. Liuyueni Capt. Frazier, will leave from the French Bund on Tuesday, July 30, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield & Swire Agents French Bund Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. Loongwo 1 tons 3225 Capt. Findelso, will leave on Tuesday, July 30, at about 12 o'clock midnight. For Freight or Passage, apply to Jardine Matheson & Co. Ltd., General Managers' Passengers Tel. No. 240 Freight Tel. No. 250.

HANKOW & PORTS.—The Co.'s Str. Yohyang Maru Capt. Y. Ikeda, will be despatched from N. K. K. Poyang wharf on Tuesday, July 30, at about 12 o'clock midnight. For Freight or Passage apply to Butterfield & Swire Agents French Bund Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The China Navigation Co.'s Str. Chungking Capt. F. W. McIlwain, will leave from the French Bund on Wednesday, July 31, at about 12 o'clock midnight. For Freight or Passage apply to Butterfield & Swire Agents Tel. No. 401.

HANKOW & PORTS.—The China Navigation Co.'s Str. Chungking Capt. J. M. Meathrel, will leave on Friday, Aug. 2, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield & Swire Agents Tel. No. 77.

HANKOW & PORTS.—The China Navigation Co.'s Str. Chungking Capt. J. M. Scott will be despatched from C. M. Lower wharf on Wednesday, July 31, at about 12 o'clock midnight. For Freight or Passage apply to Butterfield & Swire Agents Tel. No. 401.

HANKOW & PORTS.—The China Navigation Co.'s Str. Chungking Capt. J. M. Scott will leave on Friday, Aug. 2, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield & Swire Agents Tel. No. 77.

HANKOW & PORTS.—The China Navigation Co.'s Str. Chungking Capt. J. M. Scott will leave on Friday, Aug. 2, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield & Swire Agents Tel. No. 77.

HANKOW & PORTS.—The China Navigation Co.'s Str. Chungking Capt. J. M. Scott will leave on Friday, Aug. 2, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield & Swire Agents Tel. No. 77.

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HANKOW & PORTS.—The China Navigation Co.'s Str. Chungking Capt. J. M. Scott will leave on Friday, Aug. 2, at

SHIPPING
N. Y. K.

NIPPON YUSEN KAISHA

(Japan Mail Steamship Co.)

Under Mail Contract with the Imperial Japanese Government
SAILINGS FROM SHANGHAI

(Subject to alteration)

EUROPEAN LINE

For London or Liverpool via ports.

(For Liverpool.)

Tens

| | |
|---------------|--------|
| KANAGAWA MARU | 12,500 |
| SADO MARU | 12,500 |

AMERICAN LINE

Via Pacific, calling at Hongkong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C., and Seattle, Washington.

| | |
|-------------|--------|
| KATORI MARU | 19,000 |
| SUWA MARU | 21,000 |

Capt. I. Noma.

July 29

Capt. T. Sekine.

Aug. 19

SHANGHAI-YOKOHAMA LINE (Via Nagasaki, Moji and Kobe.)

| | |
|----------------|-------|
| TATEKAWA MARU | 4,500 |
| YAMASHIRO MARU | 7,000 |
| CHIKUGO MARU | 5,000 |
| SHIWA MARU | 7,000 |

Capt. I. Noma.

July 29

Capt. T. Sekine.

Aug. 19

SHANGHAI, MOJI, KOBE AND OSAKA LINE

| | |
|---------------|-------|
| CHIKUZEN MARU | 5,500 |
| TAKEKAWA MARU | 4,500 |
| KUMANO MARU | 5,500 |
| OMI MARU | 7,000 |

Capt. N. Nojiri.

July 21

Capt. A. Nakamatz.

Aug. 8

Capt. S. Saito.

Aug. 7

Capt. M. Machida.

Aug. 9

FOR JAPAN

| | |
|-----------------|----------------|
| INABA MARU | 12,500 |
| KOBE TO SEATTLE | Capt. K. Mige. |

Capt. R. Shimizu.

Aug. 19

FOR HONGKONG

| | |
|--------------|--------|
| KASHIMA MARU | 19,000 |
| KATORI MARU | 19,000 |

Sept. 3

Oct. 2

FOR MANILA AND HONGKONG

| | |
|--------------|--------|
| FUSHIMI MARU | 21,000 |
| SUWA MARU | 21,000 |

Aug. 19

Oct. 22

AUSTRALIAN LINE

Regular Four-Weekly Service between Japan ports and Australia (calling at Hongkong and Manila.)

| | |
|------------|--------|
| AKI MARU | 12,500 |
| TANGO MARU | 14,000 |
| NIKKO MARU | 10,000 |

Aug. 21

Sept. 18

Oct. 16

CALCUTTA LINE

Regular Fortnightly Service between Yokohama and Calcutta (calling at Shanghai on homeward voyage.)

BOMBAY LINE

Regular Fortnightly Service between Kobe and Bombay (calling at Shanghai on homeward voyage.)

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostok, and also between the principal ports in Japan.

For freight, passage and further information, apply to

T. IBUKIYAMA, Manager, Nippon Yusei Kaisha.

Tel. Address: Yusei, Shanghai.

000 — Midnight, 1330 — 130 p.m.

July 1st, 1917, and until further notice

100 — train runs on Thursday only 230 — train runs on Fridays only.

300 — on trains marked thus passengers must hold additional place tickets.

B — train has buffet car with regular meal service

3 — train has sleep. accomm. 1st & 2nd class. a — train has only 1st class sleep. accomm.

Application for sleeping accommodation at \$5.00 per berth should, at the earliest possible moment, be made to the Traffic Manager at Tientsin, or to the Traffic-Inspectors at Tientsin, Tsinanfu, Hauchowfu or Pukow.

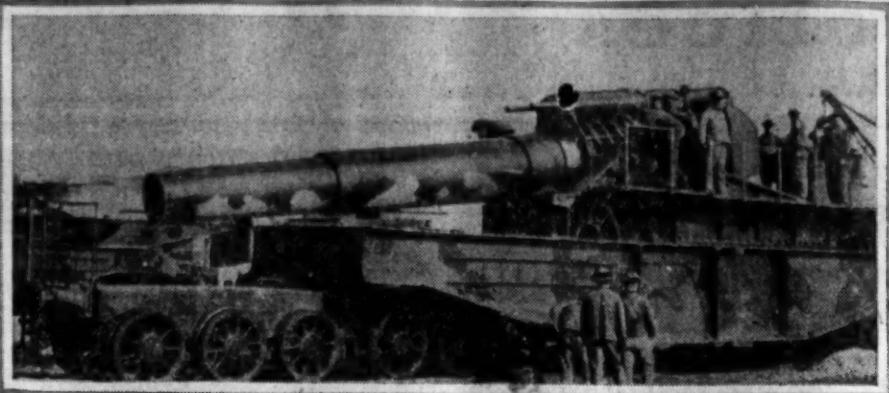
By Order.

THE TRAFFIC MANAGER.

Tientsin, July 1917.

Large Display Advertisements intended for the Sunday issue of The China Press should be sent in before 5 p.m. on Friday

American Artillerymen Aid In Holding Back The Hun



One of the first photographs from the battlefield showing American Coast Artillerymen manning a 400-millimeter French gun mounted on an armored train. This monster gun with its American crew did much to stem the desperate Hun thrusts toward Paris.

Latest On Man-Power Losses Among Belligerents.

Statistics compiled in London and recently made public here show that the drain of man-power due to the fall in the number of births and to losses through sickness and under-feeding have been felt during the war more severely by the Central Powers than by the peoples of the Entente these losses being, of course, quite independent of losses of men engaged in military operations. While the annual prewar gain of population in Germany, Austria, and Hungary has given place to a serious loss, the peoples of the Entente have suffered only a very small diminution. It appears that Great Britain's total population thus far has remained about what it was, gains balancing losses. As the war goes on this disparity in losses between the Central Powers and the people fighting them is likely to increase. Should the war go on into next year the population of the German Empire, "on which reliance was placed for the enlargement of Germany's prosperity and industry and for repairing the injury to trade and commerce after the war, will have lost 10 percent of its numbers and a still greater proportion of its industrial strength," says a statement compiled in London for the Associated Press. The German Empire, which in June, 1919, should have

had seventy-two millions of people, at that time will have no more than sixty-four and a half millions, many as a whole will have 5 percent less population than when the war began. The statement proceeds:

"Of those that have been killed the greater number were men in the prime of life and energy, whom Germany could least spare. By deaths in the battle-zone the German Empire has lost at least three million men. The birth-rate has sunk to such a figure that by next year the number of births will have fallen short of what they would have been had there been no war by three and a third million of children.

"The vitality of the peoples of Austria and of Hungary has suffered even more. This, perhaps, was to be expected. The peoples of Austria will be 11 percent poorer in numbers next year than if the war had never taken place. They will be 8 percent lower in number than they were in 1914. Hungary will be still worse off. It will have a population 9 percent lower than before the war, and 13 percent lower than if there had been no war. As the war continues so will these losses increase.

"Meanwhile, despite the losses which England has suffered in the war-zone, the British population has been growing. By the middle of 1919 this population will be only 8 percent lower than it would have been without war. Great Britain in 1919 will have a larger population than in 1914."

News Briefs

Maj. E. V. Cutrer, U.S.A., assistant military attache at the American Legation, Peking, arrived in Shanghai last night.

Mr. and Mrs. A. W. Burkhill and Mr. R. S. F. McBain were among the passengers arriving on the Pacific Mail liner Ecuador. The Ecuador, with mail from the United States, docked at seven o'clock last night.

The Coast Inspector informs us that he is in receipt of the following information:—The Shanghai Pilots' Association reports that on the 27th instant a derelict junk was seen between the Tungsha Lightvessel and the Fairway Bell Buoy.

A Chinese chauffeur was fined \$30 yesterday in the Mixed Court for reckless driving and causing a collision with the car of Mr. Charles E. Shepherd Friday.

Charged by the Rev. Frank Rawlinson with the larceny of a table bell and the portion of a brass lock, a boy was sentenced yesterday in the Mixed Court to nine months in the Reformatory.

The Croix de Guerre has been conferred upon Lieutenant H. Sutor, D.S.C., R.N.R., formerly of the China Navigation Co., Ltd., according to Southern papers.

Lieutenant L. A. Harris, son of Mr. A. H. Harris, Commissioner of Customs at Kowloon, has been awarded the Military Cross. During two attacks he went under shell and machine-gun fire to the front line and brought back much valuable information.

The case of Dr. G. A. Diaz, Filipino physician charged with larceny, came before the American Consular Court yesterday and was postponed until Wednesday afternoon at the request of the defense.

The British Postmaster begs to acknowledge with thanks the receipt

Seattle Far East Trading Co., Asiatic Petroleum Co., and Anon.

The anniversary of the outbreak of the war will be observed August 4 at the Holy Trinity Cathedral with a special service. Dean A. J. Walker will preach and the Rev. C. E. Darwent will read the lesson. Bishop Graves has promised to attend. The Allied Consular officials will also attend. Rudyard Kipling's "Recessional" will be sung after the blessing.

The Essex Institute of Salem, Mass., has a collection of books on China and the Chinese numbering more than 2,000 volumes and in addition has a complete file of all newspapers, periodicals, and publications of societies in China. This collection is said to be the largest in America.

Mr. G. Ros, the Italian Assessor of the Mixed Court, left Shanghai yesterday for a vacation in Japan. He did not sit at the criminal session yesterday morning, his seat on the bench being occupied by British Assessor Grant Jones.

Lenin Pessimistic Over Prospects

(Continued From Page 1)

and other departments of the Maritime Province to take up their duties, where necessary referring to the Horvath Cabinet.

As many of the departments have been in abeyance for some months the Order may force the issue between the Horvath Government and the Provisional Siberian Government but the elections for the Municipal Council which take place today and tomorrow represent a triangular contest between the Bolsheviks, who favor the restoration of the Soviets, the Moderate Socialists, supporting the Siberian Provisional Government, and the Cadets, who support General Horvath.

In the same period the annual number of deaths among the German civilian population has, owing to the stress and anxiety of the war and owing to sickness and disease, which have been aggravated by hardships and food-troubles, increased by one million over the normal. But this is perhaps to be regarded merely as weeding and no great biological loss.

Much of the mortality among children and among the civilian population as a whole has been caused by the way in which the food-supply of Germany has been mismanaged in the interests of the landholders and of the farming class and to the detriment of the poor.

Meanwhile, despite the losses which England has suffered in the war-zone, the British population has been growing. By the middle of 1919 this population will be only 8 percent lower than it would have been without war. Great Britain in 1919 will have a larger population than in 1914."

Major Wearne, M.C., has arrived in Vladivostok from Harbin.

Local Outports Mail

Permanent Notice

Destination Mail

Ningpo, Chinhai, Tinghai and Wenchow Close Daily

Train a.m. p.m.

Soochow, Wusih, Changchow, Tanyang, Chinan, Nanking, Hankow and North China Close Daily

Steam Launch a.m. p.m.

Tsungming, Paochen, Haimenting and Miao-chen

Close Daily

Wooing Train

Wooing (also Paochen and Kiangwan) Close Daily

10.10 11.45

11.45 Daily

Steamer Daily

Sicawei and Taipao 10.00 11.45

11.45 12.00

12.00 12.45

12.45 13.00

13.00

Business and Official Notices



Books On China

Magazines, Novels and Law Books, etc.

CHEAP SALE

For One Week Only in 111 Szechuan Road

18820

Hongkong and Shanghai Banking Corporation

SHANGHAI BRANCH

Notice is hereby given that the Register of Shares of the Corporation, at this Branch, will be closed from the 29th July to the 10th August, both days inclusive, during which period no transfer of shares can be effected.

By order of the Court of Directors, A. STEPHEN. Manager. Shanghai, 24th July, 1918.

18814

MUNICIPAL NOTIFICATION

No. 2530.

MOTOR AMBULANCE.

A MOTOR ambulance is available for the transport of cases to the Foreign Hospitals at a charge of \$2, including service of trained Chinese attendant. Where a nurse is required an additional charge of \$2 is made. This ambulance, which is not available for the transport of infectious cases, may be called up on Telephone Central 366 or 150 at any hour of the day or night.

For the transport of infectious cases to the Isolation Hospitals, ambulances are provided free of charge on application to the Matron (Foreign Isolation Hospital, Telephone North 3038; Chinese, Telephone North 3041).

By order, N. O. LIDDELL, Acting Secretary. Council Room, Shanghai, July 18, 1918.

18768

BUTTER!

BUTTER!!

BUTTER!!!

Fresh Butter in one-lb. pata.

"DAISY" BRAND

and

"MEADOW" BRAND

may be obtained from all leading storekeepers in Shanghai and the principal Outports. Shipped to Outports packed in pure machine made ice.

Tinned Butter in 2 lb. (nom) tins. Finest Australian

"BULLFINCH" BRAND

and

"RED FEATHER" BRAND

Imported by

GEDDES & CO., LTD.

Tel. 348. 5 Peking Road.

Business and Official Notices are Continued on Page 17

The Tientsin-Pukow Railway Administration

Notification No. 281.

INVITATION OF TENDERS

(090/6).

Tenders will be opened at 3 p.m. on the 24th day of September, 1918, are hereby invited for the supply of 258 pieces of Locomotive tyres. Tender forms attached with drawings and full particulars may be obtained on payment of a sum of \$5.00 per set.

(Sd.) S. C. SHU,
Managing Director.
Tientsin, 25th July, 1918.

Shantung District POSTAL NOTIFICATION.

Reinforced concrete work connected with the building of the new Post Office at Tsinan.

ALTERATION OF DATE. The date for submitting tenders for the above work which had originally been fixed for the 28th July, is hereby extended to the 15th August.

E. TOLLEFSEN,
Postal Commissioner
for Shantung.
Chinese Post Office,
Tsinan, 26th July, 1918.

18834

CHINESE POST OFFICE

Notification No. 356.

Mr. Chieri
assumes temporary charge of
Shanghai Postal District.

From the 28th instant, and during my absence, Mr. V. Chieri, Deputy Postal Commissioner, will be in charge of the Shanghai Postal District.

W. W. RITCHIE,
Postal Commissioner.
Chinese Post Office,
Shanghai, 27th July, 1918.

NOTICE

We have been established in the wholesale bean and paint oil business for many years at Nantao, Shanghai, and, since last year, we have undertaken contract business with the foreign merchants.

We hereby declare, in both Chinese and foreign newspapers, the discontinuation of contract business henceforth, with foreign merchants, for the reason that it has no profit for us.

In future, if any person or persons, in our name, contracts such business privately with the foreign merchant or uses false seals for the acceptance of payments, including bills, the undersigned will take no responsibilities for any case.

THE PAO CHEN, YUE KEE,
寶 優 雨 記
Shanghai, July 28, 1918.

18844

LOST

LOST: Deliver order issued by the N.Y.K. calling for 38 boxes Pipe of Pipe fittings, ex s.s. Su Maru, marked Amos Bird Co., Shanghai, China, having been lost, is hereby declared null and void.

AMOS BIRD CO.

18835

THE VERITAS INSURANCE CO., LTD. OF BATAVIA

FIRE AND MARINE INSURANCE

Policies issued at lowest current rates. Claims paid on the spot.

THE KLAUBER TRADING CORPORATION AGENTS

8-B PEKING ROAD.

TEL. CENTRAL 2503.

BILL SMITH

POETRY

There may be
two ways about
it.

I think as
here I sit (and
of poetry) but I
won't take them.

(Addendum to
poem: Elephant
Head Peppermint
is fit for a King:
I like it better
than any other
thing. (Just like
that).)

ASK BILL!



W. Z. ZEE & SONS

(ZUNG LEE & SONS, ESTABLISHED 1895)

4129 BROADWAY & 617 SHUNGGU ROAD, SHANGHAI

Stocks of

Metals, Hardware and Sundries

Contractors to

GOVERNMENTS, MUNICIPALITIES, RAILWAYS, TRAMWAYS, ETC.

FILING CABINETS

In Steel and Polished Oak

AND SUPPLIES

THE OFFICE APPLIANCE CO.

4 Canton Rd., Shanghai

Tel. 4778

The Prest-O-Lite Battery

is well and favorably
known wherever automobiles
are used.

Service Station And Sole Agents for China

The Shanghai Horse Bazaar & Motor Co., Ltd.

MASON & CO. CONFECTIONERS

No. 90 BUBBLING WELL ROAD. (OPPOSITE RACE COURSE)

Fancy Cakes and Candies of French Style in All Descriptions

Telephone Central 3829

We Have Just Received a Shipment of
AMERICAN EUREKA COOL-CLOTH

in Wool and Linen Bodies.

This is the ideal cloth for your Summer suits.
All patterns and colors in stock. The first to reach
Shanghai. You will like it.

See Our Samples and Order Now!

HENRY THE TAILOR

14 J. Seward Rd.

HOUSES WANTED

WANTED MISCELLANEOUS

WANTED, 5-6 roomed house or flat, furnished or unfurnished, from the 1st of September. Locality: Central. Apply to Box 171, THE CHINA PRESS.

18837 A.2.

WANTED to rent for 6 months or longer detached residence of 5-6 rooms, furnished or unfurnished, all convenience, garage desirable. Willing to purchase furniture from former tenant. Apply to Box 147, THE CHINA PRESS.

18830 J. 31.

FINANCIAL

WANTED to borrow \$10,000, security may be arranged in a Aerated water factory. Apply to Box 172, THE CHINA PRESS.

18845 J. 28.

WANTED to rent for 6 months or longer detached residence of 5-6 rooms, furnished or unfurnished, all convenience, garage desirable. Willing to purchase furniture from former tenant. Apply to Box 147, THE CHINA PRESS.

18830 J. 28.

WANTED about the middle of September, two furnished bedrooms, with or without board, by two Englishmen. Hongkew or Central district. Apply to Box 167, THE CHINA PRESS.

18826 J. 28.

WANTED: Male typist and stenographer. Perfect knowledge of French is essential. Reply to Box 158, THE CHINA PRESS.

18817 J. 28.

WANTED: Experienced lady steno-typist for American firm. References required. Apply to Box 139, THE CHINA PRESS.

18828 J. 31.

WANTED: Experienced lady steno-typist for American firm.

18828 J. 31.

Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

Replies must be
called for

APARTMENTS

SITUATIONS WANTED

ENERGETIC young Chinese desires position. Knowledge of typewriting and general office routine. Moderate salary. Apply to Box 164, THE CHINA PRESS.

18825 J. 30.

COMPETENT steno-typist (British) wants temporary position during August. Reply to Box 145, THE CHINA PRESS.

18797

HONEST young man (ally) age 26, desires position in any prosperous firm as Manager of Telegram Department or as Sales-Manager. Had eight year's experience in General Office routine, especially in Code Work, Correspondence, Salesmanship, Typewriting, etc. Speaks fluently the Chinese language (Shanghai dialect), at present employed at a large British concern and will be free on 1st September. Outports no objection. Please apply to Box 156, THE CHINA PRESS.

18829 A.1.

WESTERN DISTRICT: To let with board, room suitable for married couple or bachelor, private bathroom and balcony also smaller rooms. Tennis, telephone and stabling. Apply to Box 169, THE CHINA PRESS.

18831 J. 28.

TO LET, small well-furnished rooms, with or without board. Good table kept. Suit bachelors. Apply 6 Quinsan Gardens.

18828 J. 31.

TO LET, furnished rooms, with or without board. Apply to Box 162, THE CHINA PRESS.

18824 J. 28.

TO LET: Two rooms, unfurnished, with bathroom and use of kitchen if desired. Apply to Box 138, THE CHINA PRESS.

18833

WANTED bachelor in comfortable sociable home, where few Americans reside. Good tennis court, excellent table, nice cool room, facing south, \$90 all inclusive, near Race Course. Apply to Box 161, THE CHINA PRESS.

18822 J. 30.

EDUCATIONAL

CHINESE GENTLEMAN desires lessons in Gregg shorthand. Apply to Box 165, THE CHINA PRESS.

18825 J. 30.

FRENCH LESSONS: By French lady, new and easy method. Also translations, 17 Nanking Road, top floor.

18820

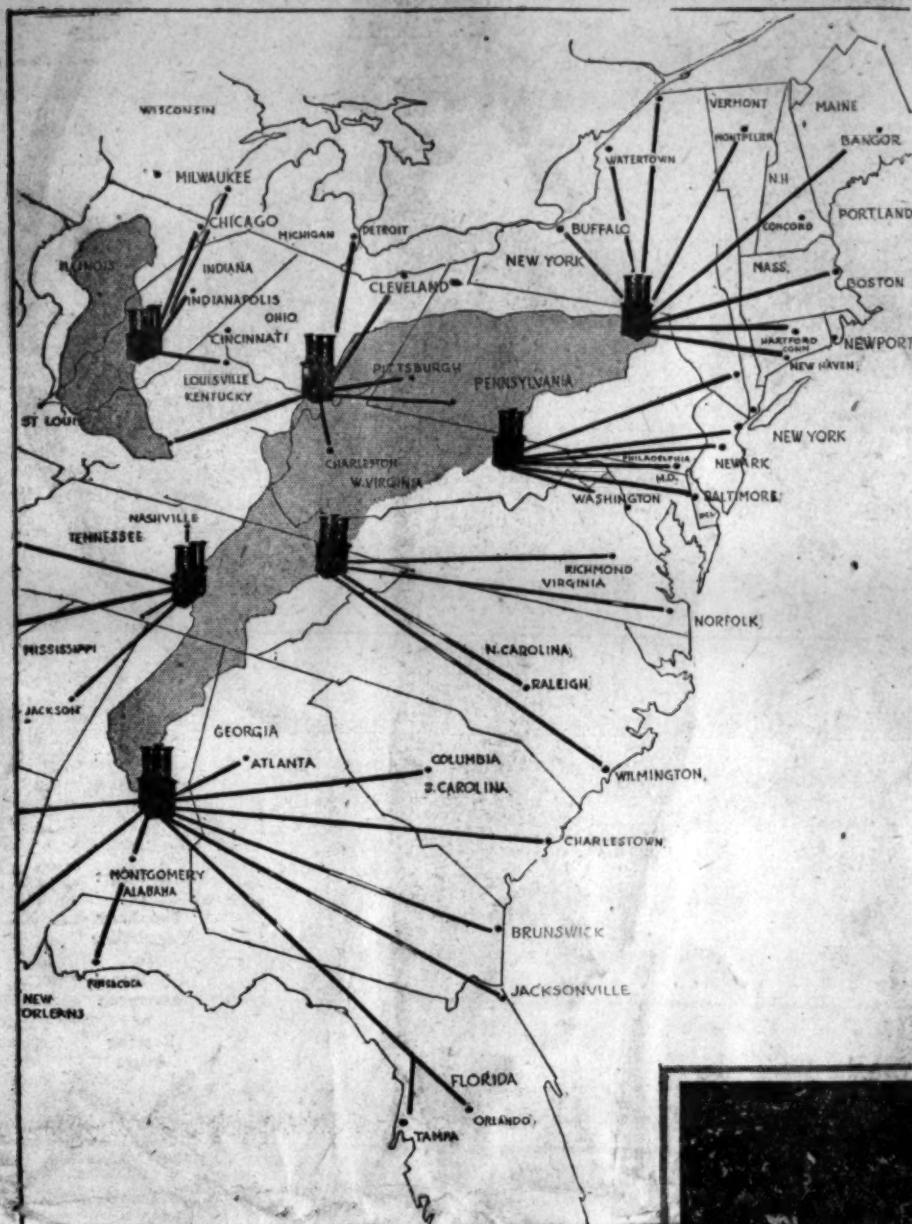
SITUATION VACANT

GOVERNESS: An American family with two children in South China desire a qualified Governess as a companion and teacher to the children whose ages are 7 and 5. Must be qualified to instruct in music, dancing, drawing and elementary subjects. Social opportunities excellent. Reply care of THE CHINA PRESS Box 159, with references stating qualifications, age and salary expected.

18819 J. 31.

GOVERNESS: An American family with two children in South China desire a qualified Governess as a companion and teacher to the children whose ages are 7 and 5. Must be qualified to instruct in music, dancing, drawing and elementary subjects. Social opportunities excellent. Reply care of THE CHINA PRESS Box 15

Our Heat and Power Direct From The Coal Mines?



Pictorial Map from U. S. Survey Showing How All Important Eastern Cities and Factory Towns Could Be Supplied by Electricity Generated by Great Power Plants Built in the Coal Fields and Thus Save Hauling the Coal.

By Rene Bache.

HOW about the idea of "electrifying" New York, Chicago, and other American cities by transmitting power over wires to those centers of population direct from the mouths of our coal mines?

Why carry coal by rail? Why not burn it at the mouth of the mine, and convert its energy into electricity, for "shipment" by wire?

Why waste vast sums of money in transporting hundreds of millions of tons of coal annually as freight when the energy it represents might just as well be forwarded in the shape of an invisible "juice," requiring no cars?

Cars are mighty precious these days. Trackage sorely needed for other purposes is blocked with coal trains. Half the total tonnage carried by our railroads is coal. If even part of the coal transportation were cut out, there would be just that much more tonnage available for other uses.

Is the idea practicable? Well, Uncle Sam thinks so. In fact, he is even now taking steps to carry it out.

To start with, Fuel Administrator Garfield has authorized the immediate making of surveys, to determine the practicability of establishing great generating stations at suitable points in coal-producing districts, and transmitting electric energy to industrial centers.

If (as is confidently expected), the plan proves feasible, the big seaboard cities will be electrified first. New York—the greatest power-utilization center in the world—is, of course, most important.

All of eastern Pennsylvania might easily be electrified from the anthracite mines of that State; and wires from the same source could economically run all the factory machinery in Greater New York, propel the surface, elevated, and subway trains, illuminate the metropolis, and lift the elevators in the skyscrapers.

The whole project is to be financed by the Federal Government. It will, in a word, link up the coal mines with the cities, furnishing the latter with energy utilizable for every purpose—heating and cooking quite possibly included.

Experimental? Well, hardly that.

The practicability of the idea has been fairly well proved.

Take, for example, an outfit that was established not very long ago at Windsor Locks, on the Ohio River. It is located at the mouth of a coal mine, and is one of the most modern steam plants in the United States.

The wires of this plant extend over hundreds of square miles in West Virginia, and as far as Pittsburgh, Pa. It develops power that is actually cheaper than water-power, being sold for one-third of a cent per kilowatt-hour!

So much for that. Now, how about the distance over which electricity may be economically carried?

A commercially successful concern located at Rush Creek, Cal., on the eastern slope of the Sierras, transmits electricity all the way to Yuma, Ariz., a distance of 548 miles. The "juice" is used all along the line for lighting, small power, irrigation, etc.

That is water power. But a steam plant located at the mouth of a coal mine can send electricity quite as far. It can transmit electricity at a profit at least half as far.

The longer the distance, the bigger the wire required to carry the current. If the distance be 300 miles, the line will cost more than the power plant.

Cost of long-distance transmission has hitherto held back the development of such electrical enterprises.

But the difficulty has been largely removed. Efficiency of transmission has been steadily and rapidly increased, and the cost proportionately reduced.

An instrument very importantly working to this end is the steam turbine. It has more than helped to make steam-produced electricity rival water-power electricity. How much the former has been cheapened may be judged from the fact that a steam "central station," for producing electricity from coal, has recently been established close by Niagara Falls, and in competition with the cataract.

One big concern—mainly from a great power plant in Chicago—supplies nearly the whole State of Illinois with electricity. The Pennsylvania system and other railroads have electrified their lines from cen-



Photograph of a Pennsylvania Coal Vein, One Mile Under Ground.

tral stations. But such power stations, where coal is collected in vast quantities and burned for the making and distribution of electricity, obviously represent a step in the direction of the mine-mouth—the original source of energy.

The railroads, while transporting and distributing coal for all sorts of purposes, themselves consume an immense deal of it. A very large part of the fuel they carry is burned in their own locomotives. Why carry this coal?

Why not run the trains by electricity obtained direct from the coal mines? Experts declare that there is no serious difficulty involved.

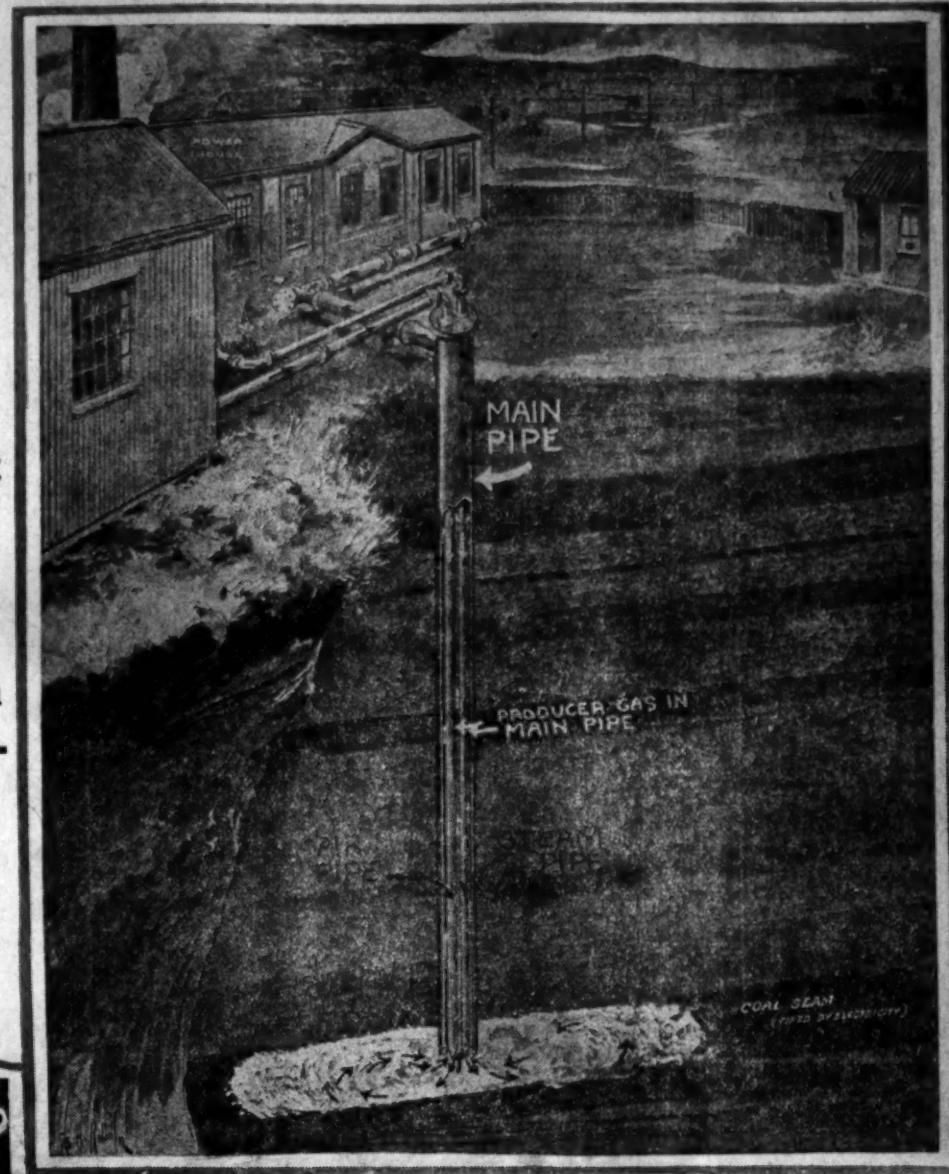
They say there is no reason why the transcontinental railroads should not be operated all the way from the Atlantic to the Pacific coast by electricity supplied from suitably located power stations.

Suppose the stations to be 300 miles apart. That would require a transmission of only 150 miles east and west from each station. No trouble at all.

Coal is produced in thirty States of the Union. There is no lack of mines utilisable for the purpose. But, where transcontinental roads are concerned, the burden of transportation borne by the coal deposits in the East and Middle West would be taken up by waterpower in the Rocky Mountain region and thence westward.

In either case the same idea would

United States Government Survey to Find Out If We Can Build Giant Power Plants in the Coal Fields, Transmit the Electricity by Wire, and Save the Railroads from Hauling Coal—and Perhaps Get Along Without Miners



To Avoid Mining Coal

Sir William Ramsay's Suggestion for Burning Coal in Its Place in the Depths of the Earth to Produce Gas Conveyed by Pipe to Engines in a Power House on the Surface. A Simple Diagram Illustrating Sir William Ramsay's Startling Suggestion That It May Become Unnecessary to Dig for Coal.

Whenever and wherever this wonderful improvement is accomplished it will doubtless bring about many changes which it would not now occur to us to think of. One great change that it is plainly destined to effect is in making our cities smokeless. To municipalities that are obliged to depend upon "soft" coal this will be an enormous benefit. Even Pittsburgh will be clean.

Even more interesting are the experiments about to be undertaken in England to test out the suggestion of the famous scientist, Sir William Ramsay.

Professor Ramsay declares:

"There is absolutely nothing to prevent a bore hole from being put down until the coal stratum is reached and concentric tubes being used to set the coal on fire (by electricity) and to blow air down to enable the coal to burn as a preliminary operation. When sufficient heat has been engendered the amount of air sent down might be restricted. Coal with plenty of air gives off carbon dioxide. When half burned it gives off what is called Dowsen's gas, which is used for gas engines. If steam were blown in it would give a mixture of hydrogues and carbonic oxide, or water gas, which also is frequently used for gas engines."

"Bring your gas engines to the mouth of your pit or bore hole and produce your power there. You would thus have 30 per cent of the energy of the coal available, as against 15 per cent available in fuel engines. That energy might be transformed into electricity at the mouth of the bore hole, and you could distribute it through the country—wherever you liked. There is nothing new in this. Electricity has been carried 200 miles in California, I myself have seen it carried eight miles in Mysore in India. In this way you would get electricity available for lighting and heating (including domestic heating), your railways would be worked by electricity, and the only fuel you would require would be oil for ships."

This would save the whole operation of mining coal, save millions of dollars and free thousands of miners for other useful occupations.

cheap electricity for every population centre of any importance.

Beside very long this is bound to become an accomplished fact, and we shall look back with astonishment at our foolishness in carrying mountains of coal over millions of miles when we might have got the energy out of it just as well, and in the most easily utilizable form, by burning it at the point of production.

Now let us go back to the population centres. Boston and other important industrial cities of New England could be electrified from the anthracite beds of eastern Pennsylvania. Even the trolleys connecting those towns might be operated by "juice" fetched over wires from that source.

Nearly all of the western half of Pennsylvania is underlaid by beds of "bituminous," and the same conformation extends far into Ohio and southward through West Virginia, Kentucky, Virginia, Tennessee and northern Alabama. From that source (with great power plants established at mine-mouths in suitable places) unlimited supplies of electricity could be obtained for all the cities and towns of the East, south of Philadelphia, which would naturally draw upon the nearby anthracite fields.

Further west, another coal field underlies nearly all of Illinois, extending eastward and southward into Indiana and Kentucky. Yet another, of vast area, stretches all the way from northern Iowa through Missouri, southeastern Kansas, eastern Oklahoma and northern Texas.

Over the entire eastern half of the United States rich coal deposits are so distributed that, from mine-mouth station, they could furnish unlimited

Under the shadow of one coal-dust



An Afternoon Gown of Dark Taffeta, in the Mode of Severity That Is an Indication of War Thought and War Economy

An Effect of Simplicity Permissible for Either Afternoon or Evening Attire

Three Week-End Dresses by Lady Duff-Gordon

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

An Example of Elegant Simplicity, Built of Chiffon Over an Elaborate Slip of Lace and Chiffon.

By Lady Duff-Gordon

"LUCILE"

THIS is the time when week-end gowns are receiving their meed of attention. Because this is the week-end season. Women who are remaining in town because war work keeps them here, or because they have concluded to be present instead of absent spouses, are providing themselves with gowns suitable for afternoon and evening wear in their friends' country homes. Simple gowns, yet suitable for occasion and wearer. This is the slogan of attire this war-weighted year. Simple but suitable.

Each of the gowns on this page conforms to the slogan. The dark afternoon gown possesses simplicity yet suitability, both to the person who wears it and the afternoon in a country estate. The light gown is also simple and suitable. The evening robe silhouetted in the middle of the page gives the impression of simplicity, though one has more than a suspicion that it is costly simplicity. It is suitable, too, for a dinner or dance or reception in the smartest of Long Island homes or at the social capital of this country, Newport.

Of black taffeta is the first fashioned. Its lines recalled the exclamation of one of my loveliest patrons, who said: "Dear Lady Duff-Gordon, give me a gown that makes me feel and look as though I were wrapped in it." Her remark inspired the creation of this, straight as to lines, long as to sleeves, extraordinarily wide as to girdle, with narrow, moderately long train, and the quaint lace ruffles at neck and wrists.

Of lighter stuffs and effect is the gown that would serve for an afternoon en fete or for a dinner gown. Of georgette crepe, it falls low over the feet. A border of Oriental embroidery encircles the hem. The half-length drapery turned back at the knees in a wide fold. The bodice is cut very wide at the neck. The sleeves are long. The wide girdle is of silk.

Of chiffon over an elaborate slip of flesh-colored chiffon and lace is the evening robe. Like the favorite gowns of the Summer, it depends more for effect upon its lines and draperies than its trimmings. The drapery of the skirt is arranged as very long and flat panniers. The long, narrow train hangs from the waist line. A wide border of the self material gives it weight and substance. A wrap of the chiffon with a wide border of lace has long tassels at its points. The wide, little-trimmed hat, drooping to the shoulders on one side, crowns this elegant simplicity.

CARRYING GOOD CHEER TO 'NO MAN'S LAND'

V. M. C. A. Secretary Takes Chocolate To Troops Working Far In Advance

SEE LABOR ON THE FRONT

American Boys There Appreciate The Help Given To Them In France

Paris.—Out in "no man's land" seventy American soldiers were digging a new trench under cover of darkness but the Boche was suspicious and shells were falling. The hillside was pitted with new holes as the explosions punctuated the blackness. The soldiers laboring away in the night were tired and hungry. Their lieutenant, back in the main trench, descended some steps into a dugout concealed in the hillside, where he spoke to the occupant concerning the need of the trench diggers. Soon this man went trudging up that shell pitted hill carrying two buckets filled with steaming hot chocolate.

The searching shells, put over on suspicion to prevent just such strollers, burst around him, but the man with the chocolate reached the seventy trenched and distributed his hot drinks, putting new heart and strength into the men. And they appreciated it as only weary men can, and more, because if there had been an enemy sortie at that time the hot drink man would have been found without a weapon to defend himself. For he was the Young Men's Christian Association hut secretary of that particular section of front line trench.

The lieutenant who suggested that he take out the hot drinks told the story—just one of the incidents which have made the Red Triangle men welcome additions to the fringe of "no man's land." This secretary is a big hearted man who stuck to his dugout there among the watching posts, to be of service to the soldiers. Asked by the correspondent if he wished to go to a less burdensome place for a few days, he hesitated before replying that he did not care to have another man sent who might not be as strong as he and who could not afford to burn his underwear every time he changed.

Huts Made Of Steel

This man held forth in a new type "Y" hut, a semi-circle of steel twelve feet in diameter, locked together at the edges to make an inverted trough six feet high and eighteen feet long. It is buried in the hillside, except for a narrow door at the bottom of some steps. It was crowded with American boys of the front line forces when the correspondent looked in. They were drinking chocolate, reading, writing letters to home or buying small articles as the secretary had on sale.

The boys were eating big red apples too, the gift of the International Apple Growers' Association, distributed free through the Young Men's Christian Association. No one who has not been in the war zone can comprehend how those boys in olive drab appreciated those American apples, devoured near to the enemy's line to be tossed over to Fritz.

The dugout from which the secretary sallied forth carrying hot drinks to the delvers of no man's land was only one of several inspected on a tour of the front line trenches made by three investigators who went to see for themselves how the boys from home were shaping up after months under fire. The findings were inspiring.

Wearing steel helmets and gas masks, the investigators left a headquarters village in the morning, proceeding five miles in a Red Cross ambulance over a road kept in good repair by men who worked by starlight. Shells whined far overhead, although sometimes the range was so shortened to make them explode in the section traversed by the trio. A brush-screened shed served as a garage for the ambulance at the beginning of the road which was considered unsafe for travel by vehicles in the daytime. The investigators proceeded on foot over a path torn by shells and through a forest where trees of man's improvisation cunningly filled gaps left by nature.

Further on the path entered a wide ditch, deep enough to conceal standing men. Where the soil was loose the sides were retained by wet brush woven between stakes. In wet places there were walks of wood, but these do not always keep one's feet above the trench mud, inexhaustible, insidious and able to manufacture itself at the least suggestion of moisture.

In The Advanced Trench

The supporting trench led into an advanced trench where soldiers were at their posts. The day was quiet, they said, and only at observation posts were sentinels stationed. Groups of men were at close intervals, ready with machine-gun, rifle and bayonet. Piles of hand grenades and heavy boxes of ammunition guaranteed the Hun a hot reception.

Sitting upon the trench step was a poll, sketching. An artist? Certainly; all the French are such instinctively, for yonder were others drawing. A flapping tent cloth before the entrance of a dugout bore a landscape, others recalled an actress of the Paris Comedy or boldly caricatured the Kaiser and his pillaging Boches.

The trench led down hill, across a valley and into the ruins of a once thriving little city, now a mass of debris where no building had a roof or unbroken wall. But life was found in the *Poyer du Soldat*, the French Y. M. C. A. The room had four sides and its roof, once destroyed, had been replaced with a temporary covering heaped with stones to protect it from bursting shrapnel. It was a small room ten by twelve feet.

There two pollus make chocolate, and they are at the front."

provide writing material and sell at less than cost little things needed by the soldier. Through the trenches the pollu comes day or night to this haven of warmth, refreshment, fellowmen and a lighted candle. He wears a hat of steel, carries a gun, while to his shoulders are strapped the gas-mask and the beloved bidon. His canteen is the last thing he would part with. It is his wine cellar, perennial comfort to the pollu; but when he can get no wine he fills it with chocolate at the foyer.

Chocolate For Six

Six pollus entered this foyer while it was being observed. Each had a cup of chocolate, four took writing material, all asked for tobacco, of which there was none, spoke some cheerful words and filed into the trenches again.

The trench left the ruins, crossed a narrow valley and went up a slope, where it entered a supporting trench where there were soldiers behind barb wire entanglements. They were French, and midway in their line was a foyer but located in a dugout. It was here that the American correspondent received a real thrill, for among the colors depending from the ceiling—the tri-color, the Union Jack, the Italian flag and others—gently waved the Stars and Stripes. It was a beautiful room because an undreamed of spirit dwelt there, because our flag was there.

From a point near this last foyer a communicating trench led to the front line, where lookouts guarded their posts every moment. Dugouts filled with men were convenient to the trench. When the sector was quiet the soldiers worked during the night strengthening and extending their positions, and in the day they slept or tried to invent some recreation. And here, right in the red mouth of danger, the investigators found the boys from the United States. They thought that no man's land was something of a bore and were eager to make it undisputed French land. They waited because they must, but they were young to the game and confessed it.

Alert And Businesslike

Alert and businesslike, the American boys duplicated the scenes of the French trenches. They were ready for trouble. Their eyes were bright and clear, their skin fresh and they were in form. Each wore a khaki-colored steel hat of peculiar shape, held on by a strap under the chin. Each man in olive drab uniform had a dagger and a pistol fastened to his waist. There appeared to be an unusual attraction at one dugout entrance down a narrow flight of stairs cut in the earth. More soldiers were crowding down into it. A closer inspection revealed the cause—on the entrance was the sign of the Red Triangle. It was the first Y. M. C. A. hut inspected in the front line.

Great stretches of woodland are being cleared, many lines of railway track are being laid, great workshops, storerooms and camps are being built, wells are being sunk, drainage systems installed in the camps, farms are being seeded, including thirty acres of grass, a big poultry farm has been started. The new camp band was rehearsing its first performance in the official parade to take place the next morning.

2,000 Chinese Laborers Used

The wiry little man in charge of this important branch of the air service treats the many thousands of men under him as if they were all members of his immediate family. His 2,000 Chinese laborers, only a small part of his total force, have a fine Chinese garden in their quarter, with rustic houses, quiet paths, flower beds and flower beds of rare design and beauty. At one point there are enormous houses for assembling and repairing locomotives, a great modern factory building now nearing completion, built for the Americans by a Spanish firm under French supervision; a huge oil refinery supply station, a 10,000-bed hospital and a number of other highly important branches of the central organization, which constitutes one of the real backbone sections of service and supply.

At another point there are great railway yards, where one can see rows upon rows of steel structure warehouses which have been built to hold supplies for an army of 3,000,000 men, with thirty immense refrigerating plants, a gas plant, oil storage and countless other features, all on the same prodigious scale.

If, as many believe, it is going to be necessary for the Americans to put an army of 3,000,000 men in the field to enable the Allies to win a definite and conclusive military victory, then the quick development of the full American program is a matter of the highest importance to the whole Allied cause. From every point of view, the results of the first year of war may be set down as a glorious achievement, of which the Americans have every reason to be proud.

Monument Of Our Zeal

The record is a monument to their zeal and wonderful ability. It is a record which promises still greater things in the near future; it spells the beginning of the end and points clearly to an overwhelming victory for the Allies.

The more people in France, England and the United States know of this American work in France the better. If the enemy fails in his effort to deliver a knockout blow by flinging against the Allies' lines the full force of his eastern armies released by the collapse of Russia, next turns his efforts to a concentrated peace offensive, as doubtless he will, then comes a clear knowledge of the nature and scope of the American achievement and the American plans, most of all the underlying American determination to go the whole distance and not stop until the right kind of peace is obtained, will steele the hearts of the war weary wavering ones and silence the traitors and pacifists among us.

In An Underground Room

Beyond this hut was encountered the steel one presided over by the Secretary who took the hot chocolate out into no man's land under fire. Further on, in the debris of another town, in an underground room, the Red Triangle was found in charge of a highly educated man who declared that for the first time in his life he was doing work which met a real need and taxed all his strength continually. From there the investigators went through sedentary the duplicates of those described, coming out finally in a forest where French and Americans were digging trenches and repairing roads.

"The sky is clear and a German 'sausage' rises to make an observation," concluded the investigator's notes. "French cannon break 'boos' and shells whine overhead. Expanding puffs of creamy white smoke that draw nearer and nearer to the balloon cause Fritz to descend. We move on. We have seen enough for one day. There two pollus make chocolate, and they are at the front."

U. S. AVIATION WORK ABROAD GOES FAST

Preparations On Grand Scale
Are Hailed As Glorious
Achievement

MANY FLYERS EXPERT

Ground Facilities Ready For
Host Of Planes And Engines
Promised Soon

(London Times Correspondence)

Somewhere in France, June 12.—Order has come out of one formerly chaotic branch of the American program, the aviation preparations. The shortage of training machines is disappearing and the ground-work is being perfected for American air work on a grand scale in the near future. There are large production departments, which are really assembling and testing shops; flying schools of huge proportions, repair shops and supply centers, all on the same big scale.

Already there are men on hand, plenty of them, to fill all these as soon as engines, parts and necessary materials begin to arrive in volume, as they will very soon. It will not take long for the original air program to materialize.

Expert Flying By Americans

An inspection of several of these new flying schools showed that the expert flying there is quite up to the standard of the best British and French work. Several of the American boys were indulging in banking, spirals and low work, which consisted of skimming the fields at ninety miles an hour, jumping fences, hedges, trees and houses with the utmost perfection of control. The Americans will be seen likely to rank among the best fliers in combat work on the front. On a recent Sunday morning there were sixty machines in the air at one time.

At another place some distance away the work in progress and the working planes were equally impressive. One of the so-called production departments, in this important center, which is typical of several now in course of construction, covers a tract six miles long and a mile and a half wide. There the construction, assembling, testing and repair of American airplanes soon will be going ahead full tilt on a scale never before known.

Great stretches of woodland are being cleared, many lines of railway track are being laid, great workshops, storerooms and camps are being built, wells are being sunk, drainage systems installed in the camps, farms are being seeded, including thirty acres of grass, a big poultry farm has been started. The new camp band was rehearsing its first performance in the official parade to take place the next morning.

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Writing To Folks At Home

Two husky youngsters, pistolized and dagged ready for action, were engaged in the warlike game of checkers. Finally one of these grim-visaged warriors tipped the checker board and exclaimed, "Oh, shucks, Jim; let's write to the folks at home." Which they proceeded to do to the accompaniment of a continuous, deep-toned bellow of heavy artillery in the rear and the rattling of the mitrailleuse aimed at a Boche avion, which had offered itself as a target. For in the constant presence of sudden death, the suggestion and recollection of home pervaded the huts of the Y. M. C. A.

The Secretary of that but was a lawyer before he came over, leaving a wife and children while he offered his service. He was a collegeman, thirty-five years old, clean and fine. At home he slept on a pallet in a dungeon, cleansed an earthen floor, and waited on soldiers. His sleep was not always unbroken, for huge vagrants claimed a refuge and a living with him. They often foraged at night, caring neither for the comfort or quiet of their host. He had no complaint, but one was curious to know how long a man could stand up under eighteen hours of work a day in such surroundings.

The American boy had good company with this Secretary for a friend. Possibly when the war is over and the lad has time to think about it he will want to write his appreciation to the man who preferred serving soldiers more than he hated rats, shell and hard work in a cave. As it was the boys when asked what they thought of the Y. M. C. A. there answered: "This would be a hell of a place without it. With it we have a touch of home, sweet home."

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Mennen's Borated Talcum, Violet, Sen Yang, Shaving Cream, Talcum for Men, Cold Cream and Dentifrice—each makes its own individual appeal to the senses.

You can obtain Mennen's from all dealers and department stores. Do not be misled by brands "just as good as Mennen's," but insist on the original borated talcum of America, with the formula which has never been bettered. Ask your dealer for free samples, or write or phone to us and we will supply you with them.

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On request your druggist will gladly give you samples of both Pond's Extract and Vanishing Cream.



Sold Everywhere

AUTOMOBILES

SHANGHAI, SUNDAY, JULY 28, 1918

MANY CADILLACS FINISH IN INDIVIDUAL COLORS

Company Adopts Selection Of Colors And Shades Whereby Owner May Make Car Distinctive As He Likes

"The desire of many people for an individualized standard motor car is shown by the fact that our own business in special color jobs this year shows an increase of one hundred percent over last year," says E. C. Howard, sales manager of the Cadillac Motor Car Company.

"We produce the Cadillac in quantity. None of our buyers cares for alteration in the dependable Cadillac chassis; but the cars are sold in such numbers that many people like to have a note of individuality in their motor vehicles. This is but natural when it is known that in most cities the Cadillac rarely falls below fifth or sixth place in the number of cars registered.

In order to give buyers a choice we have picked a considerable number of special colors from the list offered this year by paint manufacturers.

Because of the war, reliable pigments are hard to get. We have selected from the list only those which we know can best be depended upon to wear well and hold their color. Buyers thus profit by the knowledge of Cadillac paint experts in getting a finish which will wear.

This year the most popular special color has been Belgian blue, known in Europe as Rolls-Royce blue. Coaching vermillion, which in the old days was extensively used on the running gears of fine carriages, is in great demand for the wheels and chassis of Cadillac cars. Even vermillion side splash pans, gasoline tank and springs are popular in the east. Belgian blue, which was developed by Barker in London, is the only new color that has come on the American market in several years. The color has been in particular demand among buyers of the four and two passenger Cadillacs.

With wire or wood wheels to choose from, wood wheels in natural finish, various chassis and body combinations in paint, numerous schemes of body striping, special tops, tonneau windshields, etc., a buyer has ample opportunity to individualize his Cadillac. Enclosed cars also are frequently finished according to the buyer's choice of color.

The greatest number of our special color jobs are the olive drab cars that go to our army in France."

Motor Unit' Active In Auto Driveaways

Women Of America Enter Service To Release Men For Other Work

As the women of France and Britain have been serving in hundreds of thousands, not only in munition factories, but in hospital and motor transport service, in the ambulance corps and in the workshops behind the lines; so, now, the call has come to the women of America and they have proven that they are no whit behind their sister of France and Britain in their willingness to serve whenever and wherever their country calls.

It is a record of devotion to the ideals of service, of which the women of all civilised lands have every reason to be proud.

At the present stage of our participation in the war, necessarily most of the work of American women is still being done on our own soil, but even so, an enthusiastic advance guard is already in France.

Among other organisations of patriotic women, now doing duty here, is the "Women's National Army," whose members are divided into regulation units similar to our regular army, and training twice weekly is strictly carried out. The Government has permitted the use of regulation U. S. Army uniforms and a majority of the members now wear them.

A particularly active branch of this service is the Motor Unit; members of the unit being expected to drive and care for ambulances, trucks and passenger cars wherever needed to release men for other work or for overseas service.

Hearing of the frequent driveaways of Chandler cars from Cleveland to New York, by the Brady-Munay Motor Corporation, New York City Chandler distributor, five Motor Unit members of the Women's National Army—New Jersey Section—volunteered to pilot as many Chandlers in a big driveaway. Accordingly, the five young women, headed by Captain Josephine Windell, took an active part in the Cleveland-New York drive of over 500 miles.

Captain Windell stated that they did not volunteer for this service "for the fun of it," but because they wanted to avail themselves of the experience to be gained, and, too, in order to release an equal number of men for other important work.

Motor Hints

Repair Trend Cuts Immediately

The tread of the tire protects the interior fabric layers. If the tread is deeply cut, an opening is provided through which dirt and water effect their entrance. Water quickly rots the fabric which, being weakened, blows out from the interior air pressure. Therefore every little cut in the casing should be plugged as soon as it is discovered to maintain the protective covering over the fabric. Cut filler is comparatively cheap. You may be patriotic to the extent of saving a few cents worth of wheat or meat, but how about saving several dollars' worth of rubber by plugging in time every tire cut? Buy a vulcanizer, which you can do for a dollar and mend, mend, mend. To be mending ought to be a form of recreation for the car owner. Large cuts in the casing should be handed over to a tire shop for repair.

Don't let the tire beads get rusty on rusty rims. Drive carefully and steer clear of the way of large, sharp stones. You wouldn't drive over a broken bottle, would you? Then why take a chance with a stone bruise, especially if you are not quite sure about the inflation. Change your tires from wheel to wheel. Try to drive as near the center of the road as you can. Keep your tires out of oil puddles in the garage.

Life And Lubrication

Your automobile is the most efficient means of transportation at your disposal. Without it you lose time; you lose money. The longer you keep it in service, the better it is as a transportation medium. Did you ever stop to consider that the life of the car's mechanism is dependent on the correctness of the lubrication. The more spare parts you need, the more attention your car needs from outside mechanics, the more you are using up efficient labor which might be diverted to some other work—building more means of transportation. And at the same time the lack of lubricating attention compelling a "lay-up" means a temporary loss of efficient transportation to you. Factories are not making spare parts as they did. If the demand for them gets too heavy, you may find it very difficult indeed to get those parts that you need in a hurry. Every extra mile of bearing service, every extra mile of gear service, of brake service, of all parts service means a direct saving to you, a saving in time and labor, and you are helping your country. Of course, repairs may have to be made, but do not hasten the need for them and use up valuable time unnecessarily.

Buy Good Oils

Spent an extra dollar for the right kind of oil and save possible ten in work and spare parts. Never was the need for good oiling more urgent. Change the engine oil often and be consistent about changing, and DON'T throw the old oil away. Use it, after filtering, to oil parts to which you heretofore have never given a thought. Oil the brake connections, the shock absorbers, the spring leaves and other parts that wear or rust. How about the universals? Have you given them any attention in the last four months? They probably need repacking with graphite or grease. If your car is fitted with grease cups, they are there for a purpose—keep them filled and turn them down. Otherwise they might just as well not be installed in the first place. The transmission and rear axle of your car contain gears needing constant and efficient oiling—not greasing. Be sure there are no leaks so the gears never may run dry. They'll run better and longer, and the bearing will not wear so much if you pay attention to lubrication. You will be more than repaid for your work if you will only lubricate and lubricate well. Don't try to skimp on the oil, don't use too much—follow instructions of the car maker, and above all don't try to save money by buying cheap lubricants.

Correct Trouble At Once

Unusual noises and improper car operation are symptoms of trouble. Catch the trouble at the beginning and you may save the price of a new part and possibly a week's delay. If ever there was time when knowledge about the mechanism of a car brings a big return in dollars and cents, that time is now. Don't be satisfied with just ordinary operation. Just because a car is moving is no reason to believe you are being transported cheaply and efficiently.

Care Of The Brakes

Care of brakes consists mainly in keeping them dry and clean, and in testing them at intervals. When ordinarily the brake surfaces keep themselves clean by friction, it frequently happens that grease from the differential enters the brake drums by way of the axle tubes, in which case the surfaces must be cleaned with kerosene or gasoline in order to prevent slippage which may become dangerous.

Replacement of brakes is not easily possible on the road, and for this reason the deterioration of a brake must be foreseen and the worn part or parts replaced before they invite accidents. Most cars—some of the smaller are an exception—have two independent sets of brakes, and the giving out of one set is not a very

Beats Train 26 Hours In 2035 Mile Drive

Maintaining an average of slightly less than 300 miles a day, Harry A. Kuhlmeyer drove a new Chandler Six seven-passenger touring car with three occupants from Pawhuska, Okla., to Los Angeles in seven days. The exact distance as recorded on the Chandler speedometer was 2,035 miles.

Mr. Kuhlmeyer has established a touring record that is believed to be the best that has been set by any arrival in Los Angeles this year. He and his two companions, W. H. Crowe and Lester Walton, covered the 2,035 miles in just seven days of 10 hours each day. This was almost 300 miles a day and an average of better than 29 miles an hour was maintained.

Mrs. Kuhlmeyer, Mrs. Crowe and Mrs. Walton journeyed by train to Los Angeles and traveling day and night it took them four days for the trip. The Chandler made the distance in 70 hours against the 96 that were required by rail for the other members of the party, so, it can be seen, for the actual running time of the trip, Mr. Kuhlmeyer's record was better by 28 hours than that made by train. The Chandler averaged almost 15 miles to the gallon of gasoline and only five quarts of oil were used. There was not a mechanical mishap of any kind and the only delays incurred were for changing tires.

"We made no effort to spare the car in any way possible," said the driver. "In fact, we pushed it unmercifully. We took every shortcut we could find, as we desired to come through as quickly as possible.

"Whenever we were told we might save 10 miles by taking a certain road, but another longer way would be easier driving, we took the short road. Despite the sandstorms we ran into and the changing altitudes, we did not make so much as a carburetor adjustment during the entire run."

CADILLAC SUBURBAN MAKES ITS APPEARANCE

New Car Suitable For Town And Country Driving And Comfortable In Summer And Winter

Recognising the fact that there is a rapidly growing demand for a motor car that is a suitable and comfortable in all weathers and all seasons the Cadillac Motor Car Company has produced a new type which the owner himself can drive in town and in touring in winter and in summer. The new car, known as the

Suburban, is built on the 133 inch wheel base Cadillac chassis in order to afford ample room for its seven passengers and the impediments which is ordinarily carried in touring. The front seat is unusually wide and set at an angle which robes a long ride or drive of much of its tedium. The auxiliary seats are large, comfortably upholstered, and

so placed as to afford maximum room both for their occupants and those in the rear seat.

Four wide doors provide entrance and exit for front and rear compartments. Door windows are readily lowered to their full length, and the body windows at the rear seat drop two-thirds, affording complete freedom of air circulation. The side and

rear windows are provided with silk sunshades. Body construction throughout is of aluminum.

The new Suburban is a well balanced car, and has demonstrated to the satisfaction of its designers its great comfort on country roads. It is a car of the utmost utility, practical for summer and winter use, and for all the variations between the extremes of heat and cold.

MOTOR CAR INSURANCE

Don't wait for a fire or an accident. All risks covered under the policy issued by

GENERAL ACCIDENT, FIRE & LIFE ASSURANCE CORPORATION, LTD.

For prospectus and rates apply to Far Eastern Manager, 4a Peking Road.

Two Submarine KINGS

Proving that you can't keep a good car down

SOUTH AFRICA

KING WILLIAMS TOWN, JULY 24, 1917

"The King Car which I used as demonstrator has just finished a trip to Cape Town and back without any mechanical trouble or adjustments whatever, the only thing that has happened is that the top of one rear spring bolt has come off. Some of the rivers crossed were full and the water rose to the height of the headlamps and radiator, but the car went through without stopping and is in perfect condition after the 1300 mile trip, most of it being done in rainy weather. The tyres also are worn very, very little when one takes into consideration the state of the roads travelled. South African roads are by no means billiard tables."

A. VERNON EVERITT

CHINA

HONGKONG, JULY 16, 1917

King Eight Touring Car (No. 6720) sent to European Russia via Vladivostok in munition ship—Steamer wrecked off Chinese coast—After three months in salt water and eaten by corrosive acids from explosives, King car was raised and sold at auction—Purchased by an English merchant, (name on request) of Hongkong, who, though inexperienced mechanically, took car to pieces with aid of coolie, labelling each part, and re-assembled—Car ran perfectly on first trial—Mr. — says: "The engine and its parts are perfect, no car could possibly run better, this after three months in salt water mixed with all sorts of ammunition chemicals."

King Motor Car Company
DETROIT

For Demonstration and full particulars apply to

ARKELL & DOUGLAS, INC.

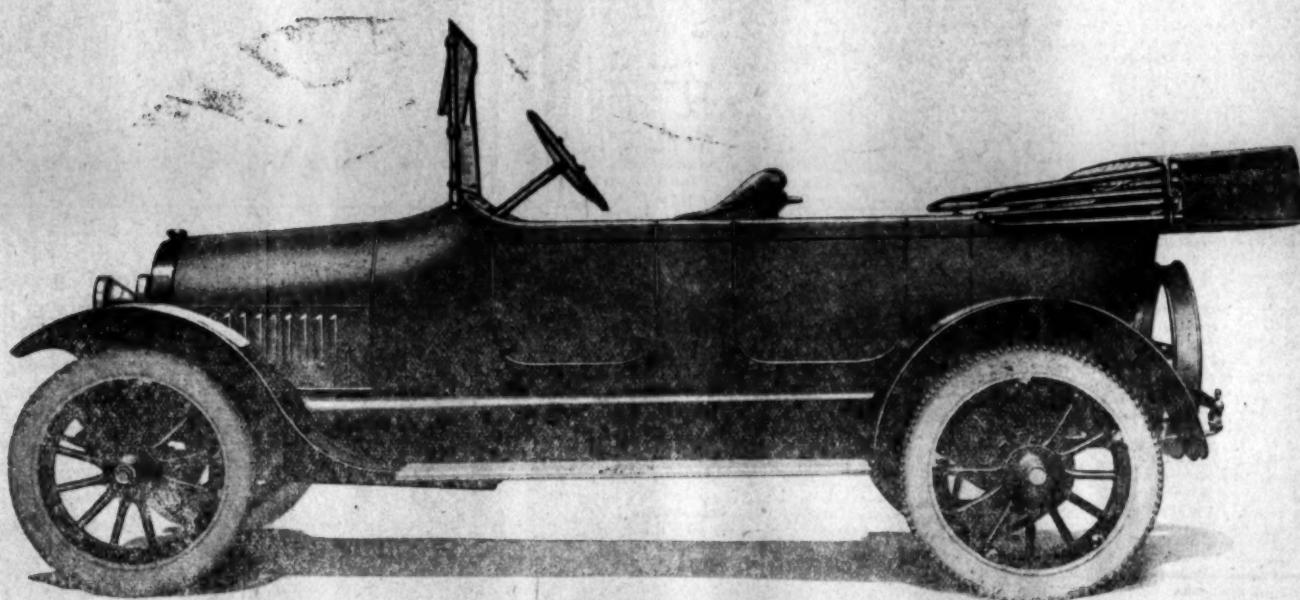
Sole "King" Distributors

38 Canton Road

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We have all models of BUICKS in stock—ready for delivery

ORDER YOUR BUICK NOW !

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Sales: Phone West 1234

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**DELIVERING PACKARDS
BY DRIVE-AWAY METHOD**

Twelve Percent Of Cars Now Go
To U. S. Buyers Under
Own Powers

More than 12 percent of its cars and 21 percent of its truck deliveries since December 1 have been made by the Packard Motor Car Company to its branches and dealers via the drive-away method. These percentages represent either so much relief to the railroads during this period or just so much more business which could have been done if the drive-away had not been adopted. These figures take no account of the hundreds of United States Army trucks which travel to the seaboard under their own power.

"When it is recalled that this achievement was made in the depth of a very severe winter, with the roads frequently choked by drifting snow, the feat reflects credit on the drivers, the dealers taking factory delivery, and the vehicles that made the run," said George R. Bury, assistant general sales manager of the Packard. "In some instances, trains of nine Twin Sixes and 20 trucks traveled 570 miles over wintry roads."

The principal dealerships that scheduled drive-aways were as follows: Baltimore, 18 cars and 48 trucks; Cleveland, 25 cars and 22 trucks; Indianapolis, 8 cars and 2 trucks; Pittsburgh, 18 cars and 29 trucks; Philadelphia, 13 cars and 45 trucks; Washington, 10 cars and 10 trucks; Chicago, Buffalo, Columbus, Davenport, Ft. Wayne, Lima, Eddington, Danville, Toledo, Scranton and Youngstown dealers took factory delivery on lesser numbers.

One of the best shipping days the Packard had was Saturday, March 23, when cars and trucks valued at nearly \$400,000 left the factory. Part of these were driven away under their own powers and the remainder were shipped by rail.

Hoovering On Chauffeurs

"Motor mechanics are in such demand and chauffeurs are needed so badly in the army and its many ramifications in the training camps and production headquarters, many men of wealth are finding it not only a pleasure to learn to drive and take care of a small-light car, but in many cases it has become a necessity," says George S. Morrow, head of the Saxon Car Co., of New York.

**Gas Fuel For Motor Cars
Gets Try-Out In Hongkong**

King Car Equipped With Gas-Bag Makes Successful Debut In The Colony

The petrol problem has been solved by Mr. J. McCubbin, manager of the Hongkong Gas Company, to whom belongs the credit of introducing to the Colony the gas fuel method of motor propulsion, says the South China Morning Post. On Sunday week his "King" car, surmounted by an ungainly looking gas-bag, performed a successful trial spin from the Gas Works round Happy Valley and back. On July 15 another run was made to Quarry Bay and back, causing many an astonished "Hi-yah!" to escape from the lips of the Chinese who saw the strange-looking object pass. The Chinese idea of the contrivance was probably not far removed from that of Mr. McCubbin's car boy, who, when he saw the inflated gas bag for the first time, approached his master, and with "becoming modesty and great understanding in his eyes, ventured the guess: "B'long phoosh, masta." He had lively recollections of the Heather Day motor car procession, and, of course, it had not taken him long, in his wisdom, to solve the new puzzle. The run to Quarry Bay was most successful, the car answered every mood of its driver to a nicely, it swung along with a gentle purr, gave off no smell, and in every way, but one, gave the utmost satisfaction. The one objection, which, it may be said, can easily be remedied, was the tendency of the gas bag to sag over the side as it became deflated, to the danger of coming in contact with passing trams or the trees on the roadside, which would, of course, have been more fatal to the gas bag than to anything else. Mr. McCubbin having foreseen this had invented a carrier to take the place of the ordinary hood, but experience yesterday, particularly passing along the Shaukiwan Road with a stiff breeze, proved that the carrier will either have to be deepened or some other form of support will have to be fitted up. Yesterday's trip was made on 200 feet of gas, which works out at half the cost of the petrol required for a similar journey. The bag, the only one in the Colony, came out from England the other day and is similar in type to those which are now so commonly in use at Home on motor charabancs, buses, trucks and private cars. Andrew Barton Bros., of Beeston, were the first to introduce it on their bus services. It is a simply made sack of canvas with rubber insertion, rendering it water and gas tight. It is roped to the roof of the car and is filled by coupling an inlet branch to the gas meter. The same branch serves for attachment to the flexible pipe conveying the gas to the engine. The fuel is conveyed to a point just above the engine throttle. An ordinary

cock close to the engine controls the supply and this is regulated by a lever directly coupled to the throttle valve lever, so that the gas supply is increased or diminished in accordance with engine speed, says the Post.

The advantages of gas as a fuel used in this fashion are cleanliness, no spilling, less lubricating oil and economical working. The gas bag has the disadvantage of having to be frequently recharged, but this can be done in a matter of three minutes. For a run to Deep Water Bay, for instance, it would only be possible to run on gas the one way and return by petrol, or vice versa there being no source but that from which the bag could be recharged. However, there seems from the developments that have taken place at Home in the last eighteen months to be a great future for gas fuel on the road and who knows that from the little acorn now planted in Hongkong a mighty oak may not grow in time? Some day it may be possible to compress the gas into smaller bulk and thus enable a much larger supply to be carried.

Little Drops Of Water

Feeding water or steam to the engine has been practiced for a number of years though not until this past year has the installation of devices for this purpose been so seriously considered by automobile owners. It has been shown, though not satisfactorily explained to the average owner, that the feeding of water does increase the power and the economy of operation and has an effect on the deposit of carbon. In practical operation there is a noticeable pickup in engine speed when the water or steam is fed to hot engines and the explanation may be stated briefly as a retention of heat at the beginning of the stroke and the utilization of it later. In other words, some of the heat that ordinarily would pass to the cooling water, goes to change the water into steam or superheat the steam, and this retained heat is given up toward the end of the stroke when the push on the piston is ordinarily lower. This also might explain the greater smoothness of running when one of these devices is used. As a general thing these devices will prevent carbon from depositing in great quantity and in some cases the makers claim in addition that even caked carbon is removed.



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The success of Dunlop Tyres is due to their average good behaviour.

They lead a successful career because of their consistent conduct.

Every contented motorist is aware of this. Discontent, attending the service of your tyres, is finally dispelled by fitting Dunlops.

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Your Car is No Good!

If a man told you that you'd argue the point, wouldn't you? Of course **any** car you can afford to buy and to operate is a good investment — but does the investment remain good?

Is Your Investment Protected?

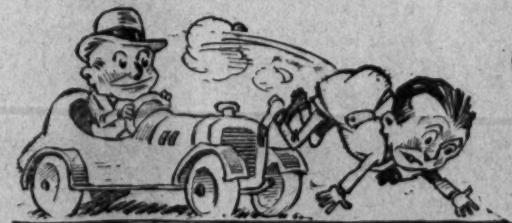
An investment without protection is like a building without a foundation—likely to topple any time. Yet there are motor car owners in Shanghai who do not carry accident insurance. Their investments may "go smash" any time. Insure your investment! **MAKE YOUR CAR GOOD!**

XS POLICIES PROTECT

C. E. SPARKE, Insurance Office

AGENT

Excess Insurance Co., Ltd.



HE SHOULD WORRY!

HE HAS AN XS POLICY

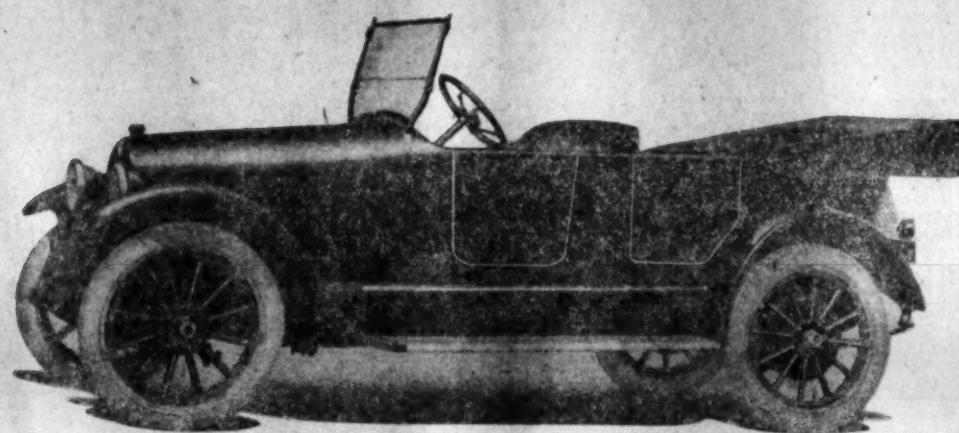
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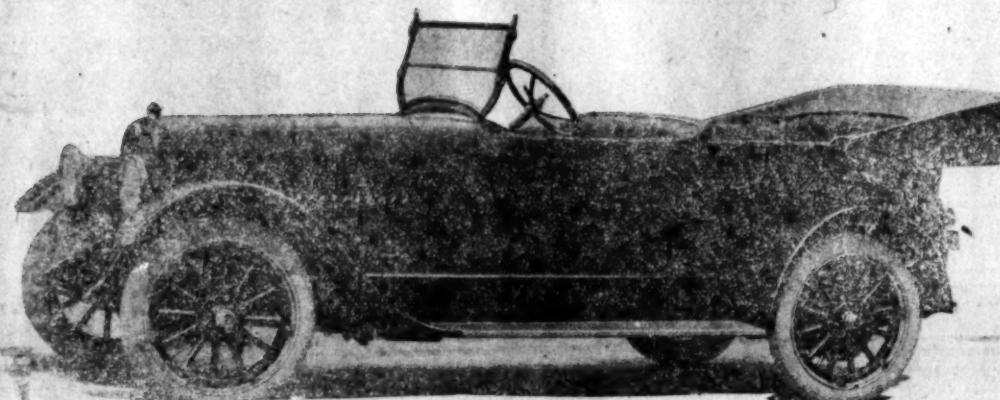
*Beautiful
in
design*



LIGHT FOUR—FIVE SEATER

*Thoroughly Modern
Mechanically
right*

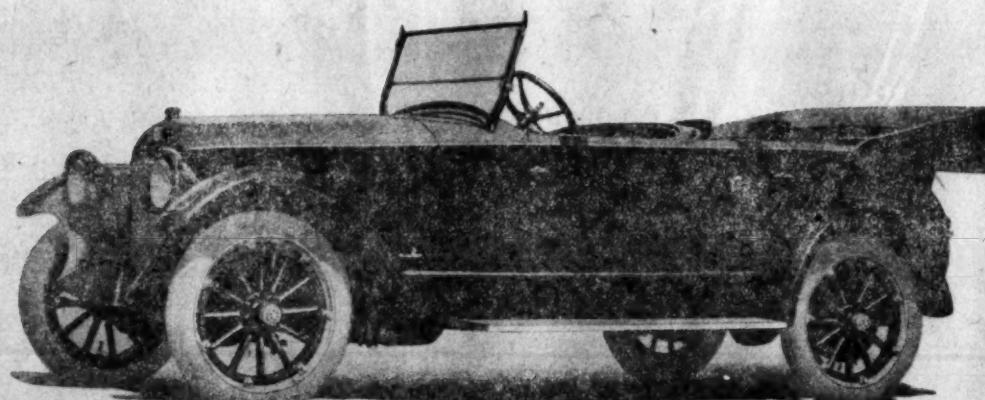
*Highly responsive
Motor*



LIGHT SIX FIVE SEATER

*Economical and
Flexible*

*Marvellous
power
resources*



HEAVY SIX—SEVEN SEATER

*Speed ranges from
ordinary pleasure
driving to the speed of
an express train*

We confidently recommend those intending to purchase a motor-car to call on us and obtain further particulars about these new models which are second to none and highly suitable for those who want an elegant and luxurious car possessing staying quality, economy and reliability.

STUDEBAKER MEANS THE ACME OF QUALITY

SOLE AGENTS FOR CHINA

The Shanghai Horse Bazaar & Motor Company, Ltd.

Garage Telephone No. West 1213

Shortage And High Prices Predicted By New York Man

New York, June 9.—A large number of orders in excess of production received by the Reo Motor Car Company during the last few weeks justified the recent prediction of James J. Hunt, manager of the Reo Motor Car Company of New York, that there would be a shortage of automobiles this season.

Mr. Hunt says:

"Reo dealers are not only taking cars as fast as they are built, but they have exhausted the stock which accumulated during the winter months when weather conditions interfered with transportation. And there is some indication of further curtailment of production in order that more Government work may be completed in the Reo factory."

"In one week recently the number of orders received was almost four times the number of cars built. Practically all of the orders were placed, too, with the understanding that the cars would be driven over-

land to their destinations to relieve railroad traffic. Already many dealers have taken their cars this way."

The trend of conditions indicates that as the summer advances the shortage of motor cars will be more acute. A far larger percentage of production is sold than is customary at this time of the year.

"I feel sure that if the war lasts two years, and it probably will, that those cars selling today in the neighborhood of \$500 or \$600 will sell for \$1,000 at the factory and the other cars will sell in the same proportion. There has never been a greater need for automobile transportation than exists at the present time, for the auto is the only vehicle available to afford practical relief for the railway freight congestion. We cannot expand our railway systems fast enough to take care of the traffic, and we will soon find that the motor trucks will have to be handled in a more efficient manner to get the maximum relief."

Carbureter And 'Feed' Suggestions

The shellac cork float, when this is used in the carbureter, will invariably, after three or four years, become loaded or saturated with gasoline, causing the gasoline in the chamber to rise above the normal height or flood, says a writer.

The remedy is to replace the float with a new one, if obtainable, or repair the damaged float by first removing it and immersing in alcohol for three hours or more. This softens the shellac, and with a clean rag the cork should be wiped clean. The quickest way to dry out the float is to place it on a radiator or on some warm, but not hot, place.

Two coats of shellac should be put on the cork, by immersing it in a thinned solution of shellac and alcohol, with two hours between the coats. After allowing the last coat to set for about five hours, the float is ready to be replaced.

The float needle valve and seat, after use, become roughened. This allows the fuel to flood the float chamber and dribble down. A particle of grit or dirt lodged on the seat will cause the same difficulty. Fitting the carbureter will dislodge the dirt usually, but if dripping persists after this treatment the needle point should be ground in on its seat.

Use a paste of flour of emery and oil to restore the roughened surface to a smooth seat and finish the grinding with a little powdered pumice stone and oil.

Before replacing the carbureter on the manifold, a simple method of testing float and needle valve repairs is with a glass bottle and a rubber tube.

If the bottle partly full of gasoline and connect it up to the inlet union of the float chamber.

Raising the bottle above the chamber permits the fluid to run into the carbureter, when you can watch the action of the float and valve. To make further adjustments, the needle valve is depressed and the gasoline run back into the bottle.

The float in the vacuum fuel feed tank when one is used in usually a hollow metallic float. If this develops a leak, the feed supply is diminished or stopped altogether, depending upon the amount of gasoline which enters the float. Shaking the part when removed will readily indicate whether or not a hole in the metal exists. When such a condition is found, the hole should be enlarged with the point of a pin, the gasoline drained out and the opening closed with a drop of solder.

The gasoline piping sometimes becomes clogged and this is caused more often than otherwise by sharp bends in the pipe. The restricted areas at these points will gradually fill up with foreign particles. This condition does not always cut off the supply of fuel, but diminishes it to an extent that causes irregular running of the engine.

When gasoline piping is found in contact with frame members or body parts of the car, it is a wise precaution to protect it by a piece of rubber pipe slipped over the tubing, or by wrapping it well with tire tape. As the gasoline tubing is of thin material, the chafing at these points of contact will quickly wear a hole through it. A compression type of coupling, the size of the fuel pipe, is a good investment, and with one of

these is the tool equipment, it is possible to make a permanent repair on the fuel line at any place.

Tank leaks are commonly the cause of most difficulty with the main fuel reservoir, and the remedy is to remove the tank and solder.

Small holes in a tank can be repaired without the removal of the tank by using brass puncture plugs sold for use on bicycle tires, or with a small bolt and nut and one or two faucet washers.

To place these in the hole in the tank, a wire is run through the hole and out of the filler cap opening. Securing the screw bolt or the threaded end of the puncture plug to the end of the wire, it can then be brought to the opening and the head screwed on, making a dependable and easily accomplished repair.

THE BARD ON BASEBALL

By Edwin Tarrisse

As evidence that Shakespeare anticipated something of our national game may be offered the following:

I will go root.—Richard III.

Now you strike like the blind man.

—Much Ado About Nothing.

Out, I say.—Macbeth.

I will be short.—Hamlet.

Thou canst not hit it; hit it! hit it!

—Love's Labor Lost.

He knows the game.—Henry VI.

O, hateful error.—Julius Caesar.

A hit, a hit, a very palpitating hit!—Hamlet.

He will steal, sir.—All's Well That Ends Well.

Whom right and wrong have chosen as umpire.—Love's Labor Lost.

Let the world slide.—Taming of the Shrew.

He has killed a fly.—Titus Andronicus.

The play, as I remember, pleased not the million.—Hamlet.

What an arm he has.—Coriolanus.

They can not sit at ease on the old bench.—Romeo and Juliet.

Upon such sacrifices the gods themselves threw incense.—King Lear.

• • •

DISTRESS IN DENMARK

Workers Are Idle, Prices Exorbitant, Supplies Running Low

Copenhagen, June 19.—Danish Americans returning to visit their native country find to their disappointment that the war has caused an unprecedented decline in the dollar's purchasing power. As a matter of fact, the cost of living is now far higher in Denmark than in the United States.

Meals procurable in Chicago at 75 cents cost from \$2 to \$3 in Copenhagen. An ordinary \$25 suit costs at least \$60. The cheapest shoes are \$10. A dollar shirt fetches \$3. Inability to secure American goods has necessitated poor substitutes, costing three to four times more than the real article.

Inferior German typewriters are supplanting the standard American makes, which are unobtainable by dealers, and they fetch as high as \$500 in the private trade.

The whole country is empty of automobiles, owing to the lack of gasoline and petroleum. As a result,

C.A.V. LIGHTING & STARTING

Touch the Switch and you have a luxurious abundance of light that dispels the darkest night. Press the pedal, and the engine starts under its own power. COMFORT IN STARTING. SAFETY IN DRIVING. IMMUNITY FROM RISKS ON TREACHEROUS ROADS. BRITISH MADE THROUGHOUT.

Full particulars from any high-class garage or from the makers.

C.A.V. VANDERWELL & CO., LTD., ACTON, LONDON, ENGLAND

HAIG'S NEW DRAFTS ARE COOL FIGHTERS

Youngsters Showing Themselves
Of The Same Quality As
Veteran Comrades

HARD TO RESTRAIN SCOTS

One Corporal At Hinges Insisted
On Rushing A Machine
Gun Post Alone

By Philip Gibbs

War Correspondents Headquarters, June 17.—The enemy has done some heavy shelling during the last day and night up in Flanders, by Mont Noir, round about Robecque, an' also in the neighborhood of Alber,

but has engaged in no infantry action.

Except for a few small raids he has made no counter-attack attempting to get back the ground taken from him across La Bassée Canal, opposite Hinges, and the British dug themselves in during the daylight, after their wild adventure of the night, unmolested, though the enemy hung over many big shells into poor old Hinges and strafed some of the villages behind.

I went up to this part of the country again today and spent some time with the Gordons, who were in the attack. They had had no sleep until the small hours of this morning, and when I went among them at midday one company was fast asleep, lying

like drugged men in their camp, and another company had just waked up and were walking about in shirts and steel hats, or less than that, before washing and shaving and cleaning off the dirt of battle. They looked like wild birds, some of them with forty-eight hours' growth of beard on their chins, and tousled hair; but it was only a matter of soap and water and razor blade to make them as smart as any Gordon who walks with swinging kilt down the main street of a French village. Some of them were young soldiers out with the latest drafts, but they showed

actions of this war are as daring as ever.

But the old-timers are astonished at the spirit of the new lads who come out. "It's innocence that makes 'em so brave," said one of the veterans today. "We older men have to act the part of elder brother in protecting them from their own rashness."

PRAISES ALLIES' TRAINING

Thanks To This, Says American, Our
Coming Means Victory

Rome, June 17.—"American soldiers are strong, brave, scrappy lads, who never learned to wage war," says an American officer interviewed by the *Giornale d'Italia*, adding: "If they had been left to themselves to fight the Germans they would at the beginning have had to instruct themselves in the art of war at the cost of their skins, which is highly instructive but unhealthy."

"Instead of which, fighting by the side of such veterans as the English and French, they soon learn how to resist and to win. In fact, the Entente is a sort of nurse, in whose arms they visibly grow. Therefore we are sure to win the war as we are sure that before Winter the numerical superiority of the Germans will have disappeared. We shall have more men than they, men with whom will arrive cannon, airplanes, and munitions."

"Above all, the American troops bring a buoyant trustfulness of youth. Hitherto they have seen the war in 'transatlantic vision.' Your skeptics, your doubts, your temporary discouragements have not succeeded in crossing the ocean. For us the war begins today. We consider it fine,

because it is a war of justice and deep emotions. Perhaps the day will come when we shall be as tired thereof as you, but by that time we will have found a way to make it appear equally odious to Hindenburg and Ludendorff."



B.S.A. BICYCLES

"PERFECT IN EVERY PART."

Manufactured by
THE BIRMINGHAM SMALL
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Makers of the renowned
B.S.A. Motor Bicycles
For Solo and Sidecar.

Agents for Shanghai:
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P. 346 Nanking Road.

Will Your Present Car Match the Super-Six?

Can you rely upon it to serve you
through the times just ahead?

Now is the time when you should arrange your motor car needs for the future.

It may shortly be impossible to get a good new car.

You have seen in the newspapers how it is proposed to curtail production to a fraction of the present output. Even now the output of every factory is much lower than had been scheduled.

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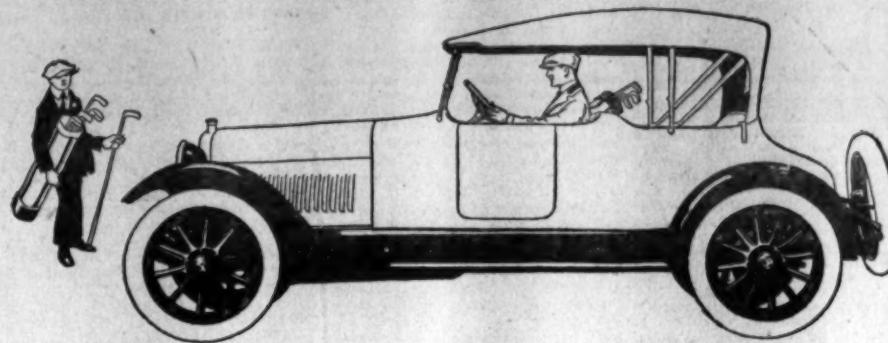
Better look over your present car closely and determine if it can be relied upon with the outlook as it now is.

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Unveiling Many Motor Mysteries

By H. A. Tarrantous In Motor

It is a common remark that the present and rising generations in America are "motor wise." So they are, as regards the mechanical parts of the car and their functions. The average motor car owner of today is capable of carrying out ordinary repairs and is able to make such adjustments as will keep the car running under ordinary stresses of travel. The variety of knowledge which the different mechanical elements are limited and understands what functions they are intended to perform.

But all this refers to the understanding of effects. When it comes to the causes, the basic principles underlying these mechanical relations, the present motorist's knowledge is very far from being "motor wise," in fact it is absolutely ignorant. Even so, this is scarcely a matter for reprobation. We are all of us ignorant of the fundamental principles that underlie most of life, even of those that regulate the functions of our own bodies, with which we are perfectly rather intimate terms. We know that we possess an organ that will a heart and that makes it beat. We know that we have lungs, which take in and expel more or less extensive sections of the atmosphere. We do not know what makes them expand and contract. And so it goes down the physiological line.

So the automobile owner knows that his car embodies a cooling system, but he does not know the physical necessity for this equipment, nor even how it operates. Most motorist knows that there is a differential unit in the mechanism, but seldom does he understand how it "differentiates" or even why. When the new car owner takes his first prideful, front end view of his new vehicle, frequently he is filled with sudden dismay by discovery that the front wheels are out of line, that they tilt slightly and toes. He does not realize that this is necessary, much less know the reasons that make it so. Many car owners, in the ordinary course of experience, have discovered that the right rear tire wears out a little faster than its fellow on the left. But few, if any, have ever stopped to puzzle over the not very obscure cause of this condition. And so it goes, without the entire mechanism, the owner may recognize effects, but he is ignorant of causes.

Does A Radiator Radiate?

Does a radiator radiate? Strictly speaking the radiator into which you pour water dissipates its heat by convection, rather than by radiation, that is, the current of air passing through the small openings in the radiator, conveys the heat away. If the radiator were required to radiate all of the heat it is called upon to give up, it would have to have such a large cooling area that it would not be extremely heavy but too large for the ordinary car.

While on the subject of radiators, I wonder if motorists are familiar with the advantages of the now-popular high, narrow, radiator, aside from its better appearance as compared with the low, wide variety? When the radiator is wide the fan has to pass through only a portion of it, which means that along the sides the heat conveyed by the air current is much less than in the middle. When the radiator is narrow the whole width of it has a constant air current passing through, and the cooling of the water is uniformly better and quicker.

Water Not To Cool

Cool your motor with water? The water you put into your radiator and water-circulating system is there primarily to maintain an oil film around the interior moving parts. Without the oil film the engine even at some cold of the start would soon get so hot that the pistons would seize by keeping water continually circulating around the hot parts of the cylinders, the oil film is maintained and the pistons move up and down freely in the cylinders. Of course, if the engine is destroyed, the oil film is getting the engine hot even though there is water in the system, simply by running for a long period on retarded spark, or with a bad mixture or with heavily carbonized cylinders, etc.; but so long as there is an oil film, even though the engine is abnormally hot, little damage can be done. So we must admit the usually overlooked fact, that the water is there to cool the engine.

A motor runs hot on a retarded spark. Why should this be so, if the difference between retard and advance is simply a difference in the time of spark of spark occurrence? The words retard and advance refer to the position of the piston with reference to top dead center at the instant of ignition. Thus on advance the actual spark occurs as the piston is traveling upward on the compression stroke, though the explosion does not start to push the piston down until the latter has passed the dead center line. This is easy to see, since if you push the piston down after the piston were moving up there would be two opposing forces, and this results in a spark knock. When this occurs as the operator is cranking by hand, the crank flies back and often a broken arm is the result. On a retarded spark the spark occurs after the piston has started down, after reaching the top compression, the explosion takes place an instant after spark occurrence. So with a retarded spark there can be no knocking since the piston already has started down and the explosion just gives it another good push. But why should the engine heat on the retarded spark? Because, it is easy to see, there is a greater cylinder area exposed to the flame when the engine is traveling down, which means that it has already uncovered considerable wall area and the full heat of the explosion is passed to a much greater proportion of the cylinder wall.

Wheels Are Not Vertical

Look directly at the front wheels of your car and notice if they are perfectly vertical with reference to a vertical part. You will find they are not. Nearly every motorist is aware that the front wheels of his car differ in certain details of alignment from the rears. The car owner is cautioned to keep the wheels in alignment and is advised to members of the garage who make such a sum amount. There is a sound reason for setting the front wheels in such a way that they come together a little in front and also a little at the bottom. In the first place they are set closer together at the bottom so that the load on the spokes will be at a direct downward draw and on a high, tight, tight, the load will be under direct compression. Also this cambering makes the tires in making for better steering. But the wheels were left closer together.

cates with the fuel line and immediately the atmospheric pressure on the fuel in the main tank forces gasoline to fill the vacuum. When the fuel fills the volume of the tank, formerly under much reduced air pressure (the vacuum), a float rises on the gasoline and by a system of valves the fuel is shut off and air admitted to the top of the tank. This air (under atmospheric pressure) presses on the gasoline in the top half of the tank and pushes it down through a float or door into the bottom half and from the fuel in the fuel feed line by natural flow or gravity.

Perfect Efficiency A Myth

If your Oliver were one hundred percent efficient you would get something like one hundred and twenty miles per gallon of gasoline, and the speed would be about two hundred miles an hour. You would have power and speed and hill climbing ability such as the men of Mars perhaps have in their vehicles. You would not be in such a position as to be able to travel at a rate of one hundred and eighty miles per hour. It is now only eighteen to twenty percent of the heat value of the fuel is delivered at the rear wheels, the other seventy-eight to eighty percent going to waste in the engine, clutch and power transmission system. Fully thirty-five percent of the power generated at the engine is immediately lost in the cooling water, and another thirty-five is lost by radiation and exhaust piping. Wind resistance, the muffler, the clutch, the gearset, propeller shaft, axles and tires all take a little so that in the end only eighteen or so percent is left actually to perform for you.

Feed your engine water and it develops more power, it does not carboilise so rapidly and runs better. You know that some of this is true because of the marked improvement in the performance of your car on a damp day. The water vapor in the air does something to make the engine run better and with more vigor. What is it? The increase in power can be explained by the fact that the water takes away a certain amount of heat at the beginning of the explosion stroke and gives it back later on in the power stroke. You know that at the beginning would, under ordinary circumstances, go into the cooling water and be wasted, but when water is present that fluid turns to steam the instant the explosion takes place and this operation requires heat. In the latter part of the stroke when the extra energy is needed to move the piston, the water is more likely to encounter objects thrown to the side of the road. Then again the rear wheels do the stopping and sometimes they slide. All of these things wear the tire and of all the forces tending to wear tires, the right gear gets the most. Then next in order comes the left gear, then the right gear, then the left front, then the right front. This is same condition as in your fuel feed system. The tank under the hood is so arranged that a vacuum is created in it at certain times. Every time that vacuum exists a valve is opened which commun-

icates with the fuel line and immediately the atmospheric pressure on the fuel in the main tank forces gasoline to fill the vacuum.

What The Differential Does

If your car were not fitted with a differential and you were to drive as some of us do in taking corners, the car might turn over. The differential is a unit composed of a number of gears and finds its place in the half-like housing in the middle of the rear axle. From each end of the differential axis shafts extend which drive the wheels. The fuel is shut off and air admitted to the top of the tank. This air (under atmospheric pressure) presses on the gasoline in the top half of the tank and pushes it down through a float or door into the bottom half and from the fuel in the fuel feed line by natural flow or gravity.

Of course, the circulation is not so rapid as it is when a pump forces the water around through the system, but in the engines designed to use the thermo-syphon system, the circulation has been found entirely adequate. In a thermo-syphon system there is simply a radiator with pipe connections top and bottom to the water system of the engine, but the water passages are larger than they are in the pump system. Now, the water around the cylinders gets hot, when the engine starts to operate and this hot water moves upward in the jackets and keeps traveling upwards until it reaches the radiator. It moves upwards because it is lighter than the cooler water above it. Thus the water immediately next the cylinders gets hot, moves up, is displaced by cooler water which then gets hot and moves up and so on. The radiator accepts the hot water at the top as it does in any system, cools it and the water flows through to the bottom radiator tank and from there it moves through the inlet water pipe to the engine cooling system where it is again heated and sent around. What it really amounts to is a rapid displacement of cool water by hot water. Not all engines can use the thermo-syphon system. It is best suited to small engines or those which are placed low with relation to the radiator, or rather whose water jackets are low, because this condition brings about a sufficient head of water to give good circulation.

SAFETY FIRST IN U. S.

Warnings To Motorists And Pedestrians Conveyed Via The Film

A safety-first warning to motorists and pedestrians in a one-reel film is now appearing in Greater New York's movie theaters.

The toll of life and limb taken by automobiles in recent years has led

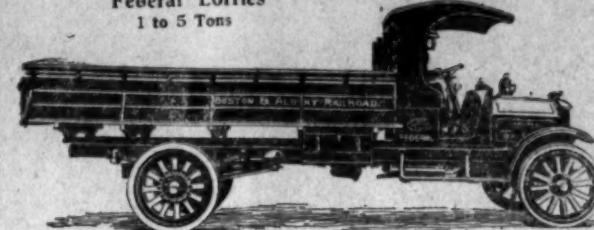
to a general crusade against carelessness on the part of both drivers and pedestrians. Police Bureau statistics of New York show that approximately 25,000 persons were injured by automobiles and motor trucks in the streets of New York State during the last year. Drastic laws governing the use of streets and highways have reduced accidents considerably in some sections, but public authorities admit they will be powerless to do much without the active backing of public sentiment and the co-operation of the people.

It was such startling figures as the above that aroused H. S. Firestone, President of the Firestone Tire and Rubber Company, to supply the great need of virile safety-first propaganda and educate the public to help reduce the awful, needless waste of life and limb.

In his efforts to conserve man power, Mr. Firestone struck upon the plan of utilising the universal language—the movies—to spread his ideas on man conservation throughout the country. He enlisted the services of the Universal Film Manufacturing Company, who have prepared, under his supervision, an education film entitled "Careless America."

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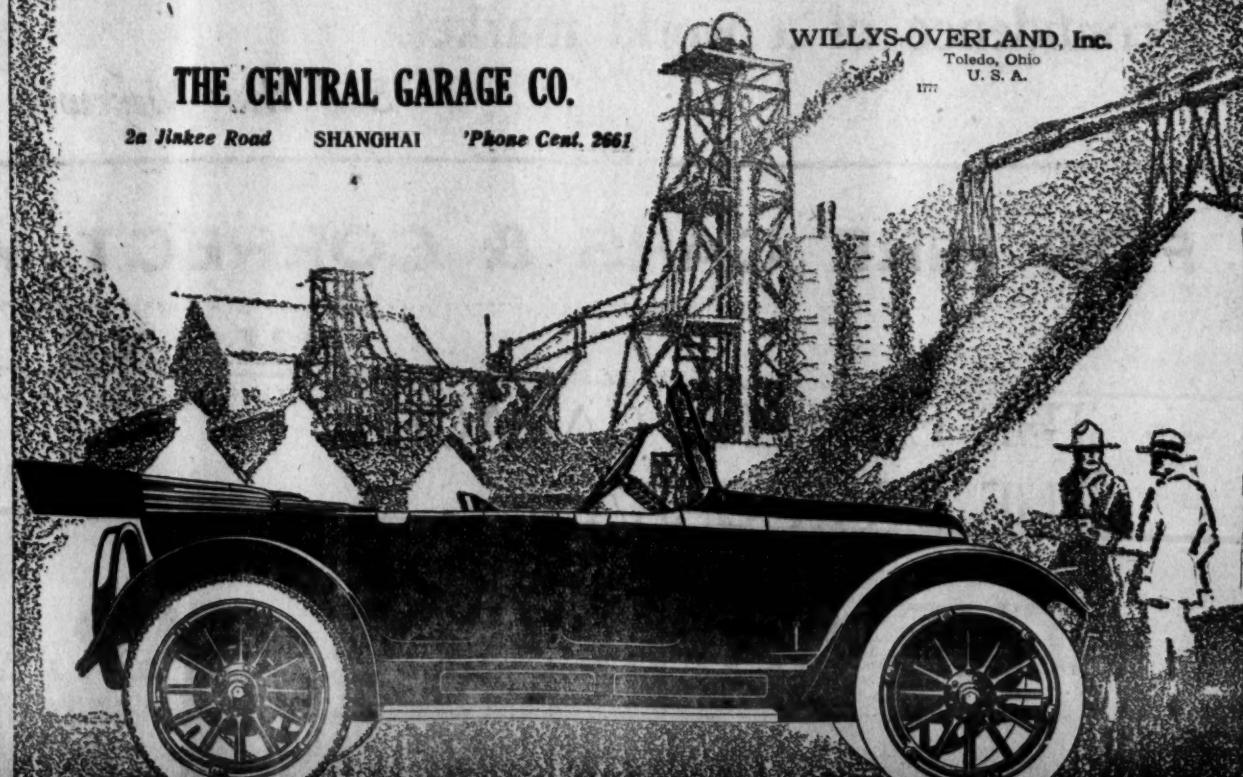
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Locating And Eliminating Troubles

While starting and lighting systems have been developed to a high state of reliability, yet this is still the weakest unit of an automobile and is subject to frequent derangement, says a writer in motor magazine. The electrical equipment seems complicated to many, but only a fair knowledge of the system and a small equipment are required to repair practically all troubles.

The commutator and brushes seem to be the most vulnerable parts. Trouble in this element usually manifests itself by a low current output in the generator, or sluggish operation or refusal to start in the starting motor. By removing the name plate on each machine the brushes and commutator are exposed for examination. If the commutator is blackened and rough the brushes have not been seating properly, causing them to arc and foul the commutator. To restore this element to good condition requires that the brushes and commutator be sanded in.

The best method I have found for this operation is to cut a piece of sand paper slightly wider than the brush and place it around the commutator for half of its circumference, smooth face down. By drawing the sand paper back and forth the brushes are cleaned and trued up to fit the commutator. To sand in the commutator, the motor or generator should be run at low speed and a piece of the same grade of sand paper held over half of the circumference of the commutator until it takes on a bright polish.

The best indication for a need of sanding in is a squeaking noise in the commutator, while one having a fine polish, with a bluish purple tinge, is in the best of condition. On the other hand, a commutator with a dark rusty color will usually show that the mica separating the commutator bars is flush with or higher than the commutator, causing the brushing to arc and in time burn away the copper. This condition materially reduces the efficiency of the machine and is responsible for many troubles. The car should be taken to an expert repairman to have the mica under-cut.

An insufficiently charged, or discharged battery can often be traced to the regulator or cut-out. To check the closing of the circuit a voltmeter should be connected across the terminals of the cut-out; the contact points usually close at a voltage of from $6\frac{1}{2}$ to $7\frac{1}{2}$ volts on a six volt system and from thirteen to fifteen volts on a twelve volt system. The contact points should be open when the discharge current from the battery to generator is approximately zero. An ammeter placed in circuit with the current coil will indicate the amperes discharge at the breaking point. Should the cutting-in voltage be too high the air gap between the

points should be reduced, and when properly adjusted is about 1-32 inch. Reducing the air gap usually has the effect of increasing the rate of current discharge on cutting-out, but this will be overcome by increasing the spring tension very slightly. The contact points should be kept clean and trued up with emery paper to touch evenly all over their surfaces, while there are necessary differences in the cut-out of various systems, the method used above is typical and adapted to most electric systems with but few changes.

In common with others, I have often experienced trouble in the wiring of both starting and lighting systems. When the wiring is suspected, and the switches and terminals are O. K., the application of the few simple tests given below will readily show where the trouble is located.

Short circuits caused by grounds can be tested for by running the generator, with all lights turned on and horn and starting circuits open. A piece of wire several feet long is held in contact with the positive terminal of the battery and with the other end touching the frame of the car. Should a spark result there is a ground on the negative side of the wiring. The reverse application of this test will indicate a short on the positive side of the wiring. Obviously this test applies to any two wire system, since there is an intentional ground on the single wire system.

Another method is to rig up a lamp tester, consisting of an ordinary base and six volt bulb, connected with two short lengths of wire. Pieces of steel, with fine needle points for piercing insulation, are soldered to both wires. With this outfit it is readily possible to isolate the trouble to one particular section of the wiring, and that unit of the wiring last disconnected before evidence of the trouble is shown by lighting of the bulb, embraces the defect.

When lighting troubles are not due to the wiring, bad bulbs, loose terminals or defective switches, the contacts of the sockets may have become corroded or the spring too weak to maintain good contact. It is advisable to replace such a socket, as time and trouble will be saved by its installation.

Fuses have given more or less trouble, particularly when some failure in other parts of the system should throw an excessive current load on the lighting system. A blown fuse is easily tested for by placing a screwdriver across the terminals. If the bulb lights the fuse is defective and must be replaced; if the bulb refuses to light look elsewhere.

To those mechanically inclined, and possessing a fair knowledge of the rudiments of modern electric systems, the correction of troubles in this element should not prove difficult.

Dirt—The One Great Feed Enemy

Cleanliness and common sense are the only things needed to keep gasoline and becomes too heavy to let it rise and close the valve that the vacuum fuel feed system in perfect order, says a writer in Motor shut off the suction from the intake magazine. I allude to the system manifold. The gasoline is then drawn which I have had on three cars and into the intake, and in addition to which, barring one trouble of which the normal supply from the car I will tell later, has not caused a burster, it makes a very rich mixture. The engine chokes, splits, runs on one or two cylinders only, have muffler explosions, black smoke and all the other evidences of an over-rich mixture. Naturally, your first impulse is to change your carburetor adjustment—but don't do it.

Disconnect the pipe that leads to the intake manifold and hold your thumb over the end of the pipe to addition to gasoline. At times, it may be necessary to run a wire into the carburetor opening in order to clear it. This happens only if very dirty gasoline has been used, or if the weekly draining has been neglected. There is a stand-pipe at the bottom of the tank that allows the dirt and water to accumulate, but if they rise above the level of this pipe they will be carried over to the carburetor and trouble will ensue.

2. Clean the little strainer at the top of the tank, where the gasoline supply enters, at least once a month. Also, if the carburetor has a strainer (most of them have nowadays), clean this too. Remove them both, shake them up in a glass partly filled with gasoline and see that the fine meshes are clear of dirt and lint before replacing them. A dirty strainer on the tank will cause it to get gasoline too slowly. A dirty strainer on the carburetor will starve it—and, while the car will apparently be all right at moderate speed or with a light load, it will be lousy and lack power on a long pull or when speeded up. Dirty strainers are often responsible for many baffling difficulties.

3. Don't let your main gasoline tank get empty. In the course of a few thousand miles a good deal of dirt and water accumulates at the bottom of a tank, unless you strain every drop of your gas through chamois—which few drivers do.

When your tank runs low, this stuff, which is at the bottom, is drawn into the fuel line, vacuum tank and carburetor, and the only remedy, in most cases, is the complete dismantling and draining of the fuel system. Use a little forethought. Look at your gauge, before you start anywhere and keep your tank at least one-quarter full all the time.

The one troublesome experience that I had with the vacuum tank was on account of a leaky float.

Novel High Gear Test For The King 'Eight'

The development of the automobile

was reached. Now it is quite the thing to show how slowly the car can make the ascent in high gear. The increased number of cylinders enables the modern automobile to perform feats at low speed in high gear that make the efforts of earlier days look feeble.

The car immediately moves away in high gear, and the demonstrator, standing on the running board, guides it half way up the hill at two miles per hour. At the half way point he returns to his seat behind the wheel and accelerates until he is making twenty-five miles an hour at the top.

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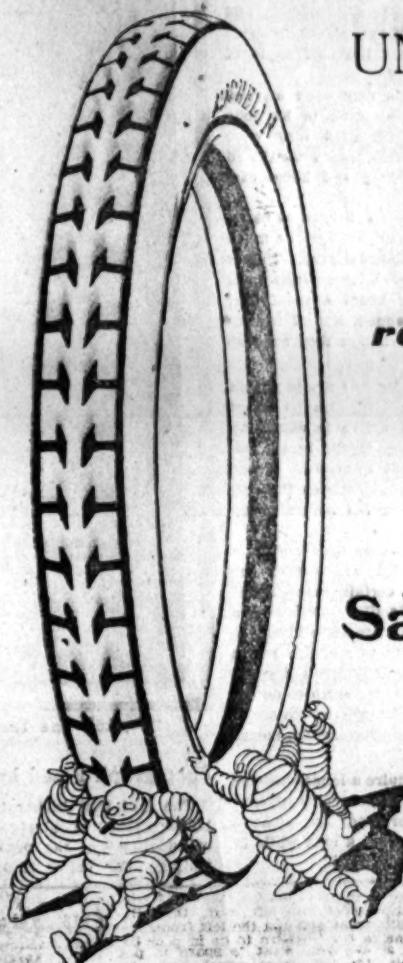
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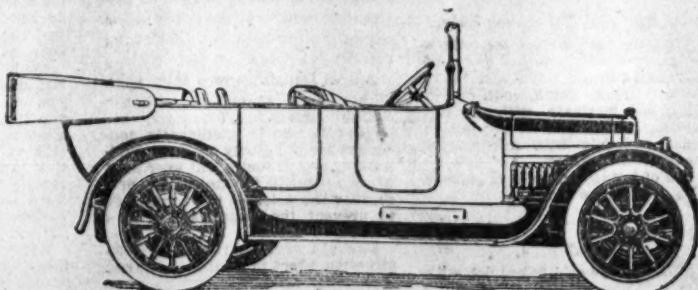


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Health. Beauty And The Home

Good Ways to Save Food

By Harvey W. Wiley, M. D.

The Famous Authority on Pure Food and Director of the Bureau of Foods, Sanitation and Health of "Good Housekeeping" Magazine

I AM well acquainted with the objections made to the city gardens, namely, that the money that is expended in working them would buy many times over the foods which they produce. I grant for the sake of the argument the truth of this statement. But I call attention to the fact, that if nothing was done with the back lots they would produce no food.

I call attention further to the fact that food is about one thousand times more important in this country at this time than money. I call attention further to the fact that money was never so plentiful in this country as now, and food was never so scarce. If it does cost a dollar to produce twenty-five cents' worth of vegetables on a back lot, the vegetables are produced. I don't know any better way to invest the dollar that the city man has to spend than in making it produce twenty-five cents' worth of food.

But really nobody should hire a hand to work his garden or his back lot. He should do it himself. His wife and children should help him. Then the food produced will be sold for only in spare time and healthful labor.

The same argument which is urged against the cultivation of the city garden is urged against home canning. I have no doubt that it is far more expensive to can foods at home and that they are not so well canned as when this work is done in a large factory properly equipped for the service.

But the large factory is the four-billion-dollar loan. The home canning establishment is the Thrift Stamp. It is not a question of economy; it is a question of production. If the vegetables and fruits are not canned at home they will not be canned at all.

The total sum of foods canned in the home canning is of considerable magnitude. Usually this product does not enter commerce. The home canner has no beautiful pictured labels to put upon her product. They are put into glasses and bottles of different sizes and shapes. They are not

presentable in a show window as a commercial proposition, but they are a commercial proposition all the same.

The housewife does not charge anything for her work. She makes no record of the amount of gas and coal consumed in the heating. She does not even reckon in the cost of the jars. The point of the case is that something has been done which would not have been done if the matter had been looked at solely from the cold angle of commerce.

Another Summer is now upon us, and the exigencies of the work to be done are far more insistent than they were last Summer. For this reason we should have more home drying and home canning.

Some of our methods will have to be revised, because we shall not have as much sugar to can as we did last year. This is of small consequence as far as canning is concerned, for sugar keeps a great deal better if it is not canned, and if canned goods are properly sterilized they need no added sugar.

Moreover, if canned goods are put in tin containers they should contain no added salt. Canned salt is active in dissolving the tin, which for sanitary and health reasons we do not want dissolved. Hence canning will probably be done on the simple principle of saving the natural vegetables and fruits.

There was quite a scare produced by a professor in California discovering the *Bacillus botulinus* in certain home-canned products. Now the *Bacillus botulinus* is a very undesirable animal to have about, so I advise the housewife to sterilize just a little longer than is usually directed and—if she has an autoclave in which to do the sterilizing, as she ought to have—to sterilize at a little higher pressure, which means a higher temperature.

Some vegetables require a longer heating than others. For instance grains of corn and large peas are poor conductors of heat, therefore it takes the heat a long while to penetrate through and through.

"Watch the teeth for the tiny dark spots that are the first signs of decay."

Photograph Posed by MISS GRACE DARLING at CAMPBELL STUDIO

The fact that higher temperatures and longer exposures interfere with the physical qualities of the product is not compelling. Far better to have the product sterilized and made somewhat mushy than to have it retain its original form unchanged and be the seat of a *Bacillus* botulinus.

Tested Cooking Recipes

Onion Chowder.

COOK 2 cups minced onion with 2 tablespoomfuls drippings about 1/2 hour over a slow fire so that onion will not brown. Then add 3 quarts boiling water, 1 quart diced potatoes, 2 tablespoomfuls salt and 1/2 tablespoomful pepper and simmer one hour. Add 1 tablespoomful fine herbs and serve hot.

Tomato Sauce.

COOK 3 cups of tomatoes about 10 minutes and press through strainer. Melt 1 tablespoomful butter in saucepan and beat into it 1 tablespoomful flour. When smooth and light, add tomato pulp. The tomato mixture must be added gradually while stirring constantly to insure a smooth sauce. Season to taste with salt and pepper and cook about 10 minutes. This sauce may be served with macaroni, spaghetti and rice as well as with fish and meat.

Baked Stuffed Eggplant.

WASH and wipe eggplant and cut in quarters, lengthwise. Remove pulp close to the skin, taking care not to break the shell. Pass pulp through meat grinder and drain. Bring the pulp to boiling point with 1/2 cup ham stock and boil about 20 minutes. Add 1/2 cup coarse bread crumbs, 4 tablespoomfuls melted shortening, 1 tablespoomful lemon juice, 1 teaspoonful salt and 1 slightly beaten egg. Fill shells with this mixture, sprinkle with buttered crumbs and bake in a hot oven about 15 minutes.

Baked Potatoes.

WASH thoroughly smooth, medium-sized potatoes. Bake in a hot oven about 45 minutes and serve at once. If it is not possible to serve them at once, pierce them with a fork so that the steam can escape. If this precaution is not taken the potatoes will become soggy.

Deviled Tomatoes.

WASH, peel and slice 4 tomatoes. Sprinkle with salt and paprika and dredge with flour. Sauté quickly in a little hot fat. Place on a hot platter and pour over them the following sauce: Cream 4 tablespoomfuls butterine and add 2 tablespoomfuls powdered sugar, 1/2 tablespoomful mustard, 1/4 tablespoomful salt, 1/4 tablespoomful cayenne and the yolk of 1 hard-cooked egg rubbed to a paste and mixed with 1 whole egg slightly beaten. Blend well, add 2 tablespoomfuls mild vinegar and cook over hot water, stirring constantly until the mixture becomes creamy and thick.

Cheese Jelly Salad.

MIX 1/2 cup grated cheese with 1 cup whipped cream. Season to taste with salt and pepper and add 1 tablespoomful gelatin dissolved in 1 scant cupful of water. Turn into molds rinsed with cold water. When jelly begins to harden, sprinkle with grated cheese. Serve with French or cream dressing.

Rye Gingerbread.

COOK 3/4 cup rye meal, 1/2 cup whole wheat, 1/2 teaspoonful ginger, 1/2 tablespoomful cinnamon and 1/4 tablespoomful salt. Add 1/2 cup molasses, 2 tablespoomfuls salad oil and 3/2 cup boiling water, in which 1 tablespoomful of soda has been dissolved. Add 1/4 tablespoomful vanilla. Mix well and bake in layer-cake or muffin tins.

Italian Tomato Sauce.

COOK 1/2 cup finely chopped onion, 1/2 cup grated turnip, 1/2 cup grated carrot and 1/2 cup finely cut green peppers in 4 tablespoomfuls butterine until tender. Add 2 cups tomato and 2 tablespoomfuls cold water and cook about 5 minutes. Press through strainer, return to fire, add 2 tablespoomfuls flour mixed with 2 tablespoomfuls cold water and cook 5 minutes, stirring constantly.

Shad Roe and Cucumber Salad.
GENTLY cook a shad roe with a slice of onion and a pinch of bay leaf in salted acidulated water about 1/2 hour. Drain, cool, cut in cubes and marinate with French dressing. Add a cucumber cut in cubes and mix with mayonnaise dressing to moisten. Arrange on a bed of lettuce leaves and garnish with slices of cucumber.

Jellied Fish.

MIX 1 1/2 cups cold flaked fish with 2 tablespoomfuls finely chopped capers and put in mold. Soften 1 tablespoomful gelatin in 2 tablespoomfuls cold water, add 1 cup boiling water and stir until the gelatin dissolves. Cool and add 2 tablespoomfuls lemon juice and 1/2 tablespoomful salt. Pour the jelly over the fish and set in a cool place to chill. Slice and serve on heart lettuce with French dressing.

Lyonnaise Potatoes.

COOK 3 cups of sliced cold boiled potatoes about 5 minutes in 2 or 3 tablespoomfuls butterine with 1 tablespoomful finely chopped onion. Then melt 3 tablespoomfuls butterine, season to taste with salt and paprika, add potatoes and cook gently until the potatoes have absorbed the butterine. Sprinkle with a little finely chopped parsley or paprika just before serving.

By Mary Lee Swann

Principal, Souder School of Household Arts.

Barley Pastry.

MIX 1/2 cup barley flour with 1/4 teaspoon salt. Work in 3 tablespooms fat with two forks. Moisten to a dough with ice cold water. Chill and roll thin.

Cheese and Pimento Salad.

STUFF canned pimento with cream cheese, chill, cut into thin slices and serve one or two slices to each person on lettuce leaves with French dressing.

"War-Time" Menus for the Week

| MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY | SUNDAY |
|--|---|--|---|--|--|--|
| Breakfast Fruit Oatmeal Toasted Corn Coffee Luncheon Vegetable Soup Corn Sticks Shortcake Dinner Left-over Meat as Casserole with New Vegetables Lettuce Salad Strawberry Bavarian Cream | Breakfast Molded Rice Apple Sauce Eggs Rye Muffins Coffee Luncheon Potato Salad Bread Cottage Cheese Raspberries Dinner Broiled Fish Creamed Rice New Peas Cucumber Salad Baked Apple Dumplings | Breakfast Stewed Rhubarb Cornmeal Mash Coffee Luncheon Stuffed Tomato Salad Biscuits Jam Dinner Braised Rolled Steak Braised Baked Dinner Spoon Corn Radish Salad Ice Cream with Chocolate Sauce Coffee | Breakfast Sliced Peaches Oatmeal Toast Coffee Luncheon Egg and Green Pea Salad Mayonnaise Dressing Oatmeal Muffins Tea Dinner Potato Dinner Vegetable Dinner Spoon Corn Biscuits Rice Snowballs with Marshmallow Sauce Pineapple Sponge | Breakfast Cantaloupe Puffed Rice Barley Muffins Coffee Luncheon Potato and Sardine Salad Rhubarb Pie Tea Dinner Bean Loaf with Tomato Sauce Beet Greens Buckwheat Muffins Lemon and Banana Gelatin | Breakfast Fruit Cornmeal Waffles Coffee Luncheon Potato and Sardine Salad Rhubarb Pie Tea Dinner Bean Loaf with Tomato Sauce Beet Greens Buckwheat Muffins Lemon and Banana Gelatin | Breakfast Strawberries Creamed Codfish Coffee Dinner Roast Beef Baked Potatoes String Beans Boiled Onions Peach Ice Cream Potato Flour Cake Coffee Supper Cream Cheese Brown Bread Rye Cup Cakes Milk |

What Shutting Out the Sunshine Will Do

I flowers are brought into rooms devoid of sunlight they will die. Human beings are perhaps more hardy than growing plants, but it is a wise precaution to beware of any sleeping quarters or living-rooms where the regenerating light of the sun cannot enter.

An old Italian proverb aptly says, "Where sunlight cannot enter the doctor comes." Therefore, no housewife who is intelligently concerned for the purity and healthfulness of her domicile will ever shut out the sunlight for the sake of preserving the color of the carpets or to prevent the fading of curtains and furniture.

Sunlight exerts a remarkably destructive effect upon the malignant germs and bacteria that succeed in finding a lodgment where human beings live within doors. Let the walls, floors and as much as possible of the interior of a room be bathed in sunlight, and no better living or sleeping quarters can be secured. By this simple expedient one of the most scientific and healthful measures has been taken to ensure its sanitary condition as a place of habitation for human beings.

If the impurities of carbonic acid gas given off by rebreathed air are allowed to remain, but one result will follow—a long train of illnesses and possibly death. This statement is not in the least exaggerated, because medical records contain many instances of preventable deaths, which can be traced back to the simple lack of a sufficient volume of fresh air.

Accordingly, it can be seen, and it cannot be too often repeated, that a great power for good and evil over her household, lies in the hands of the individual housewife. On the other hand, it must be strongly emphasized that this effort

adding a few more years to your own life, or to that of your child?

Look at the well known prison palaces that brands upon the criminal, far more than the old ball and chain horror, the indelible mark of the darkened cell where the reviving sunlight never comes.

Could you desire any more striking object lesson than that? And yet, many of you, well meaning enough, would put your child to sleep in a bedroom, at the back or side of the house; a place where the sunlight is never known to stray. That room might be used for a sewing-room, if need be, or a storage place, but never as a sleeping room for a human being.

Not only is sunlight essential for the destruction of putrefactive germs, but fresh air must be had in abundance also. Nor should the air be arranged in such a way as to form a "cold draught." It should be fresh air that is let into the room by a method causing it to mix thoroughly with the stagnant unwholesome air of the house.

It is the impurities of carbonic acid gas given off by rebreathed air that should be removed, but not until every individual likely to be affected by the "draught" thus created has been given an opportunity to move out of the affected zone.

This may seem a trivial precaution to some who think fresh air, however obtained, is never harmful. But by many authorities who have made a most careful study of this subject, it is considered infinitely important. By all means have all the fresh air and sunlight you can obtain, for that way lies true health and happiness, but do not belong to the thoughtless army of "fresh air cranks" who inflict untold suffering and misery upon others through their mistaken zeal. Moderation in this, as in all things else, is an effective measure of real efficiency.

Right Care for Your Teeth

By Lina Cavalieri

the Most Famous Living Beauty.

FOR the care and the preservation of the teeth four things are essential.

They are: Proper diet, proper toothbrush, good tooth powder or paste and the right kind of mouth baths.

But beyond any doubt the first and most important safeguard is to have a skillful dentist—if you can make sure of finding one. One may go on for years after being tricked into a false confidence in a poor dentist before one finds out her sad mistake.

You should go to a dentist once a month to have your teeth examined. No one should let more than three months at most pass without a visit to the dentist for an inspection of the teeth.

There often come on the teeth, particularly between them where food is permitted to lodge, small dark stains, which really are the first warnings or premonitory signs of decay. If allowed to remain, the enamel eventually disintegrates, and we have a cavity, which must then be excavated and filled.

But before this discoloration has advanced to an actual breaking down of the tooth structure, it may very properly and successfully be removed or polished away by the dentist's little engine and the sandpaper disc used for this purpose and for smoothing gold fillings.

The honest dentist will do this and restore the tooth to its original color and soundness, after which it may be, with care, indefinitely preserved, but the unscrupulous dentist may, of course, construct this suspicious-looking spot as caries, and he may wickedly cut away sound tooth surface, fill in with the customary unsightly gold, and the unsuspecting victim pay the bill and departs none the wiser. Of course in the front teeth it is especially unfortunate to make a cavity where it could have been avoided.

Let us now consider the diet. But first, let me explain why the diet is of such great importance. Certain foods that contain lime act in a way to strengthen the bony structure of the teeth. When I tell you that fifty-four and 7-10 per cent of the composition of the teeth is phosphate of lime, when they are in normal condition, you will see why we should try to get as much lime as possible in our systems. It is the lime in the teeth that prevents their softening and decay.

Therefore, gluten and whole wheat

breads, when that is possible, or cornbread, together with cooked cereals, instead of cakes, white bread and sweets, should be eaten. These should be supplemented by various preparations of phosphates to introduce lime into the system. A simple lime water, which can be prepared by any housewife, or any intelligent employee, is one of the best of these preparations.

Use one teacupful of clean, unsalted lime and two quarts of water. Put the lime into a pitcher and pour the water over it. Stir the mixture carefully, or shake it until it looks like milk. Then pour off the water. Fill the pitcher again with pure water. Again stir or shake thoroughly. Tie over the pitcher a piece of muslin to keep out the dust and possible floating germs. Let it stand once more in a clean, cool place until the water is clear. Pour the clear portion into clean, glass-stoppered bottles.

It is well after eating acid fruits to rinse the mouth carefully two or three times with lime water or any alkaline mouth wash. Or when the teeth have been irritated, or unpleasantly affected, or the gums irritated by a food or medicine to which they are unaccustomed, rub precipitate chalk about the necks of the teeth and between the teeth. Here is a hint which you would do well to heed, for I have found it an invaluable aid in keeping my mouth wholesome and free from various disturbances that sometimes precede the threatened aching of a recalcitrant tooth. Every night before retiring, the mouth should be well rinsed with milk of magnesia, which can be procured from your druggist.

Here are a few general rules which you should never allow yourself to disobey if you value the good health of your teeth: Avoid articles of diet that are very sweet or very sour, and any drinks that are excessively hot or extremely cold. Eat sparingly of candy, rich pastry and puddings, except those consisting chiefly of fruit. Also, I would warn you against ices, pickles, sour oranges or grape-fruit that is not fully ripe. You will find that any one with especially good teeth seldom drinks ice water, or very hot tea or coffee. For myself I have found that if I would keep my teeth in good condition I must be most careful of my diet, quite as much for the sake of my teeth as for my complexion.

Beauty Questions Answered

MY shoulders are so thin and my neck so scrawny that I am ashamed to wear any but extremely high collars. What should I do to improve them?—ETHEL B.

Perhaps you carry your shoulders badly. Hold yourself upright and keep the shoulders well back. Learn to breathe deeply and practise throwing your arms as far back as they will go. Try to make the backs of the hands meet. This will develop your chest wonderfully. Rub into the hollows of your neck a good flesh-building cream like this:

Cocoanut oil 1/2 pound
Spermacti 1/4 pound
White wax 1/4 pound
Oil of bergamot 10 drops

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SPORTING NEWS SECTION

THE CHINA PRESS

SHANGHAI, SUNDAY, JULY 28, 1918



S.C.C. PLAYS DRAW WITH BATH CLUB

Score Is 200 To 159 In Swimmers' Favor When Stumps Are Drawn

S.C.C. 2ND XI BEATS POLICE

Recreation Club Has Easy Victory Over Customs Eleven, 207 To 90

The match between the S.C.C. and Swimming Bath Club played in the S.C.C. ground yesterday afternoon resulted in a draw. Stagg and Barrett made 113 for the first wicket, both Stagg and Barrett "flooring" the bowler from the start. Barrett was badly missed by a Chinese coolie when the crack had scored only 24, but nevertheless the cricket was of the fine free order. Foster bowled Barrett with a fine ball and Stagg was well taken by Wilson in the slips off Clifford. The Swimmers totaled 200 for 7 wickets.

Haynes and Knight made 42 for the first wicket and Clifford and Wilson made a great stand for the third wicket. Clifford batted in fine form and with Leslie the cricket was bright and interesting. Clifford retired with 67 after hitting out to great effect at 6.45 stumps were drawn with the Club scoring 159 for the loss of 6 wickets. The fielding of both sides was very weak. The scores were:

Shanghai Cricket Club
W. J. Haynes, b. Grimshaw 11
C. Knight, c. Thomson, b. Cus-
hnie 27
W. C. G. Clifford, retired 67
J. E. Wilson, c. Deeks, b. Cus-
hnie 20
A. H. Leslie, st. Deeks, b. Barrett 27
R. Vine, c. Thompson, b. Barrett 2
C. C. Whitehead, did not bat 0
W. C. Foster, not out 1
J. Tippin, C. D. Field, E. G.
Barnes, did not bat 0
Extras 159

Bowling Analysis
O. M. R. W.
R. Grimshaw 8 2 41 1
E. W. Stagg 9 0 62 0
G. S. B. Cus-
hnie 7 1 22 2
E. G. B. Lover 4 1 16 0
E. I. M. Barrett 8 0 14 2
Swimming Bath Club
E. W. Stagg, c. Wilson, b. Clifford 37
Capt. E. I. M. Barrett, b. Foster 75
C. E. M. Thomson, b. Clifford 0
S. J. Deeks, b. Knight 29
E. G. B. Lover, c. Leslie, b. Foster 18
W. E. Anderson, c. Whitehead, b.
Knight 13
I. Westmacott, not out 19
G. S. B. Cus-
hnie, st. Haynes, b.
Foster 5
W. McCulloch, D. H. Cooke, R.
Grimshaw, did not bat 0
Extras 4
Total 200

Bowling Analysis
O. M. R. W.
S. Vine 7 0 37 0
C. C. Whitehead 8 0 44 0
W. C. Foster 9 0 56 3
W. C. G. Clifford 8 0 27 2
C. Knight 4 0 20 2
J. E. Wilson 2 0 12 0
S.C.C. 2nd XI v. Police

After a very exciting match the S.C.C. 2nd XI representatives gained a surprising victory by 27 runs over the Police.

The Club batted first but nobody got into double figures and Sale bowled with wonderful effect, capturing 8 wickets for only 10 runs.

S.C.C. 2nd XI

H. Langley, b. Sale 6
J. M. Pearson, b. Sale 3
F. Blackwell, c. Webb, b. Sale 0
F. H. Pentycross, b. Robertson 0
W. J. Monk, b. Sale 2
C. S. Peacock, b. Sale 6
R. Bauld, b. Webb, b. Sale 7
J. E. Cameron, b. Sale 0
C. Butland, b. Sale 4
G. H. S. Caulton, not out 8
Extras 1

Total 45

Bowling Analysis
O. M. R. W.
G. Sale 7 1 10 8
J. Robertson 5 0 13 1
F. Crookdale 2 0 8 1
Police

J. Robertson, b. Monk 0
M. C. Peacock, b. Peacock 0
W. McDermott, b. Monk 0
G. Sale, c. Peacock, b. Monk 1
J. Ains, b. Peacock 1
J. Webb, b. Peacock 1
A. E. Reid, 27; Featherstonhaugh, 26; G. B. Stormes, 17; Lucas, 16; R. J. Howman, 18; A. Dink, 17

CONSULATE PAIR WIN HONG TENNIS DOUBLES

Take Hong Championship From Humphrys And Grant By Two Sets In Three

Messrs. Whitmore and Phillips of the British Consulate won the Hong doubles tennis championship yesterday from Messrs. Humphrys and Grant of the Asiatic Petroleum Company in a match which could only be called fair. They won two out of three sets, 5-7, 6-3, 6-2.

Whitmore and Phillips won because they were steadier and more consistent. The quality of playing of the two pairs was about even, but Humphrys and Grant apparently went up in the air at crucial moments and weakened markedly after winning the first set, though they made some good rallies at times.

There were just a few bright spots in the match. There were three or four keen volleys, in nearly every case won by Whitmore and Phillips through more clever placing. The service of Whitmore was the best individual feature of the match. Humphrys was good at the net, while Grant, though uneven, made some brilliant drives. Phillips also was somewhat uneven but on the whole played a careful, heady game.

The first set went to Humphrys and Grant. They started with a rush and won the first three games. The Consulate pair then rallied and made the score 4-all and then 5-all and then Humphrys and Grant won two keenly contested games.

The second set opened with some hard playing, the two sides alternating until it was 3-all. Then Humphrys and Grant apparently lost confidence and the next four games and set went to Whitmore and Phillips.

The first two games of the deciding set were won by Humphrys and Grant after going to deuce and with some good playing. Then Whitmore and Phillips had an easy time winning the next six games, the set and the match.

Mr. L. Basset of the Cercle Sportif Francs presented the cups to the winners. The proceeds of the match, for which an admission was charged, will go to Allied war funds.

SOLOMON ISLANDER DIVES 205 FEET

Alick Wickham Shatters World's Record At Sydney Water Carnival

A new world's record for high diving was made at Sydney, Australia, late in March during a water carnival for the purpose of raising war relief funds. A Solomon Islander named Alick Wickham dived 205 feet which easily surpasses any existing figures for such a feat.

Wickham, a swimmer and diver of note, who is employed by the Sydney trolley service, was persuaded to attempt the dive as part of a lengthy program of aquatic events held at the Deep Rock swimming pool. A high platform was erected near the top of the cliff-like side of the pool and at the announced hour for the dive there were thousands of spectators present to witness the perilous feat.

The Solomon Islander admitted that when he reached the top of the tower and looked down at the pool more than 200 feet below he was badly rattled and desired to quit but the fear of being accused of cowardice forced him to go through with the performance. He leaped off and was able to retain both equilibrium and consciousness for the first 150 feet after which all became blank. Wickham struck the water in a semi-prone position with such force that he was completely knocked out for more than ten minutes. When taken from the water he was bleeding from a dozen places about the body and his swimming suit was split on one side from neck to knees.

The Club batted first but nobody got into double figures and Sale bowled with wonderful effect, capturing 8 wickets for only 10 runs.

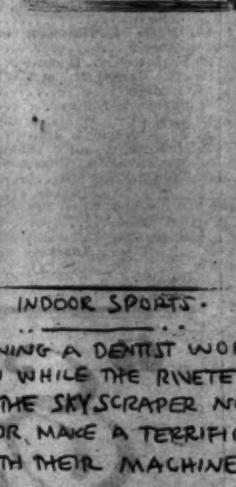
S.C.C. 2nd XI

The rink competition played yesterday at the Lawn Bowls Club resulted in a win for the team skippered by T. Burnsides, with Mr. McGregor's second and Mr. Atherton's third. The results of the rinks with their skips follow:

C. M. Bain, 17; J. D. Gaines, 22;
C. D. Bell, 15; J. J. Sheridan, 17;
J. C. Macdougall, 20; G. McMurdo, 26;
J. T. D. Bell, 15; W. T. Bissett, 19;
W. Campbell, 20; R. C. Atherton, 17 (Third);
W. D. McCallum, 17; G. McCallum, 14;
J. Park, 17; R. Dorrance, 19;
A. Taylor, 14; A. M. McGregor, 31 (Second);
A. D. Anderson, 25; G. Manwaring, 15;
D. McAllister, 24; T. Welch, 26;
J. Burnsides, 29; T. Spring, 6 (Winner);
A. Reid, 27; Featherstonhaugh, 26;
G. B. Stormes, 17; Lucas, 16;
R. J. Howman, 18; A. Dink, 17

(Continued on Page 2)

INDOOR SPORTS



INDOOR SPORTS

HAVING A DENTIST WORK ON YOU WHILE THE RIVETERS IN THE SKYSCRAPER NEXT DOOR MAKE A TERRIFIC NOISE WITH THEIR MACHINES

By Tad



No Trump Bids A Weakness Average Player At Auction

Hands From Duplicate Games Show What May Happen When Promising Declarations In Spades Or Hearts Are Overlooked

By An Expert

New York, June 20.—Probably one of the weakest points in the bidding of the average player is a fondness for no trumps. This leads to many declarations that would have been better suit bids. When the strong suit is a club or a diamond there may be some excuse for taking a chance, as no trump will go with two tricks less, but when the strong suit is a heart or a spade and is a legitimate bid the risk of a no trump is usually unwarranted.

Whether it is that the average person likes to play no trumps better than anything else, or whether he fancies there is an advantage to the declarer in that contract, or whether it is simply matter of habit to bid no trumps as soon as one finds two or three aces and a king, it is difficult to say. But the fact remains that if one will watch a dozen ordinary rubbers one will see a number of no trump bids that should have been hearts or spades.

Whether it is that the average person likes to play no trumps better than anything else, or whether he fancies there is an advantage to the declarer in that contract, or whether it is simply matter of habit to bid no trumps as soon as one finds two or three aces and a king, it is difficult to say. But the fact remains that if one will watch a dozen ordinary rubbers one will see a number of no trump bids that should have been hearts or spades.

Here are a couple of examples, both from the same game at the Knickerbocker one-duplicate night:

H. S. S.
C. J. 9 6 5
D. A. K. 5 3
S. K. 3
H. - 7 2 2
C. A. K. 8 7 2
D. - 10 4
S. - 9 6 4
H. - K. 5
C. - 9 6 5 2
D. - Q. J. 7 6 4
S. - 10 5 4
Y. - H. - A. Q. 10 8
A. B. C. - Q. 10 3
D. - J. 6
S. - J. 8 7
H. - K. 5
C. - 4
D. - Q. 8 7 2
S. - A. Q. 10 5 2

At several tables the dealer started with one no trump, and at one of those at which he was left to play it B did not feel strong enough to ask for a heart lead, having no reentry. A, of course, opened his tough best club, which dummy covered with the nine. B was able, by using the eleven rule, to hold the heart contract for two tricks.

Y's refusal to assist the spades cost him only 22 points, as Z could have made five odd, four honors, and a game; worth 208. By setting the heart contract he scored 200, less 16. It might be pointed out to the student that B was not strong enough to bid one heart, to say nothing about two, if his partner had not led him to depend for some heart support in A's hand.

Here is the other example:

H. - Q 8 2
C. - J 10 8 4 3
D. - 8 3 2
S. - 7

H. - K 5
C. - A K 7
D. - Q J 7 6 4
S. - 10 5 4
Y. - H. - A. Q. 10 8
A. B. C. - Q. 10 3
D. - J. 6
S. - J. 8 7
H. - K. 5
C. - 4
D. - Q. 8 7 2
S. - A. Q. 10 5 2

At one of the tables at which Z started with no trumps, probably because he held three aces, B asked for a spade lead and Z passed. Y bid three clubs, which encouraged Z to go back to no trumps, as he could stop the spades at least once.

Card Inferences

A led the spade ten and followed with the five, which B overtook with the jack, but Z let both cards win to exhaust one adversary. His idea was that if the king of hearts was with A it would be well to have A unable to lead any more spades.

Z was correct about the heart, as A put the king on the second hand. A led the queen of diamonds, hoping to save his partner's king, which seemed the only hope if B had that card.

Z let the queen hold.

A at once shifted to the clubs, showing his ace before going on with the diamonds. When he dropped the queen from Z's hand he went back to the diamonds, leading small.

Z took the trick and made his four hearts, but that was all he could do. He dare not set up a club for fear of letting in all the diamonds, so that although he stored his 30 aces he was down 50 on the contract.

At one table when Z started with a heart bid no one said anything about the spades, and Z went game on the hand through a rather fortunate circumstance, which shows

Shanghai Captain And Today's Pitcher



Capt. Cy Wilhoit, second baseman and captain of the Shanghai team, which is to play the 9th Cavalry this afternoon and Tinkham, who will twirl the opener against the soldier nine.

Tomorrow's Band Program

The following program will be played by the Band in the Public Garden tomorrow, weather permitting, beginning at 5.30 p.m.:
1. March, Slap-Bang Rubens
2. Overture, Les Dragons de Villars Maillard
3. Waltz, Elton Boating Song Kaps
4. Selection, A Highland Scene Moore
5. (a) Intermezzo, Pas des Fleurs Delibes
(b) One Step, There's a Girl in the Heart of Maryland Carroll
6. Selection, Il Pagliacci Leoncavallo
A. de Kryger, Conductor-in-Charge.

At the Theaters

A photo drama after Jules Mary's novel, "When the Leaves are Falling," is the principal feature of the entertainment at the Apollo Theater beginning tomorrow. The picture, filmed by the Pathé studios, is said to be one of the most finished productions this company has turned out recently. M. Leon Bernard heads the cast. A new British Gazette, an educational picture and a good comedy number are also announced. Today at 3 p.m. the International Vaudeville company will furnish the main program.

The International Vaudeville company which played to good houses at the Apollo last week is finishing up a fortnight's run at St. George's cinema this evening. The various turns in the song and dance line have proved popular also with the open air audiences. The program in addition to the vaudeville includes two Max Linder films.

At the Olympic is being screened the film version of Henry Arthur Jones' strong drama "Lydia Gilmore," with Pauline Frederick, popular American actress in the leading role. Other new pictures complete the bill.

Lenore Ulrich is the star scintillating on the Victoria curtain tonight and tomorrow night. She leads a strong company in the Paramount production "The Intrigue," a story concerning the great war and full of thrilling plot and counter-plotting.

The second episode of "The Secret Kingdom," a new and interesting romantic serial, is being shown at the Isis Theater this evening and at to-morrow's matinee. "The Rifle Snipers," a thriller, and "His Bitter Pill," a Triangle-Keystone comedy, are other items on the bill.

To Put On Special Stunts

The visitors will stage several stunts that will go big with the fans today. Their exhibition of shadow ball will be preceded with a short military drill with the "company" presenting arms to the grandstand occupants.

They have several comedy features that will keep local baseball followers interested.

Mr. W. L. Merriman, member of

the

Shanghai Municipal Council and the originator of baseball in Japan and China, baseball's biggest booster here for years and a dyed-in-the-wool fan, will pitch the first ball in the series which will write a page in the history of the great game here. Mr. Merriman was the organizer of the first Shanghai baseball club and is a former star second baseman.

With the interest in the series

as keen as it is, it is expected that all attendance records will be broken this afternoon. Arrangements have been made for over 1,000 people. Extra bleachers have been placed in left and right field and more seats have been added in the first base bleachers.

A section will be reserved for the

sailors and soldiers of all nations

and all uniformed men will be admitted free.

They will sit in the

